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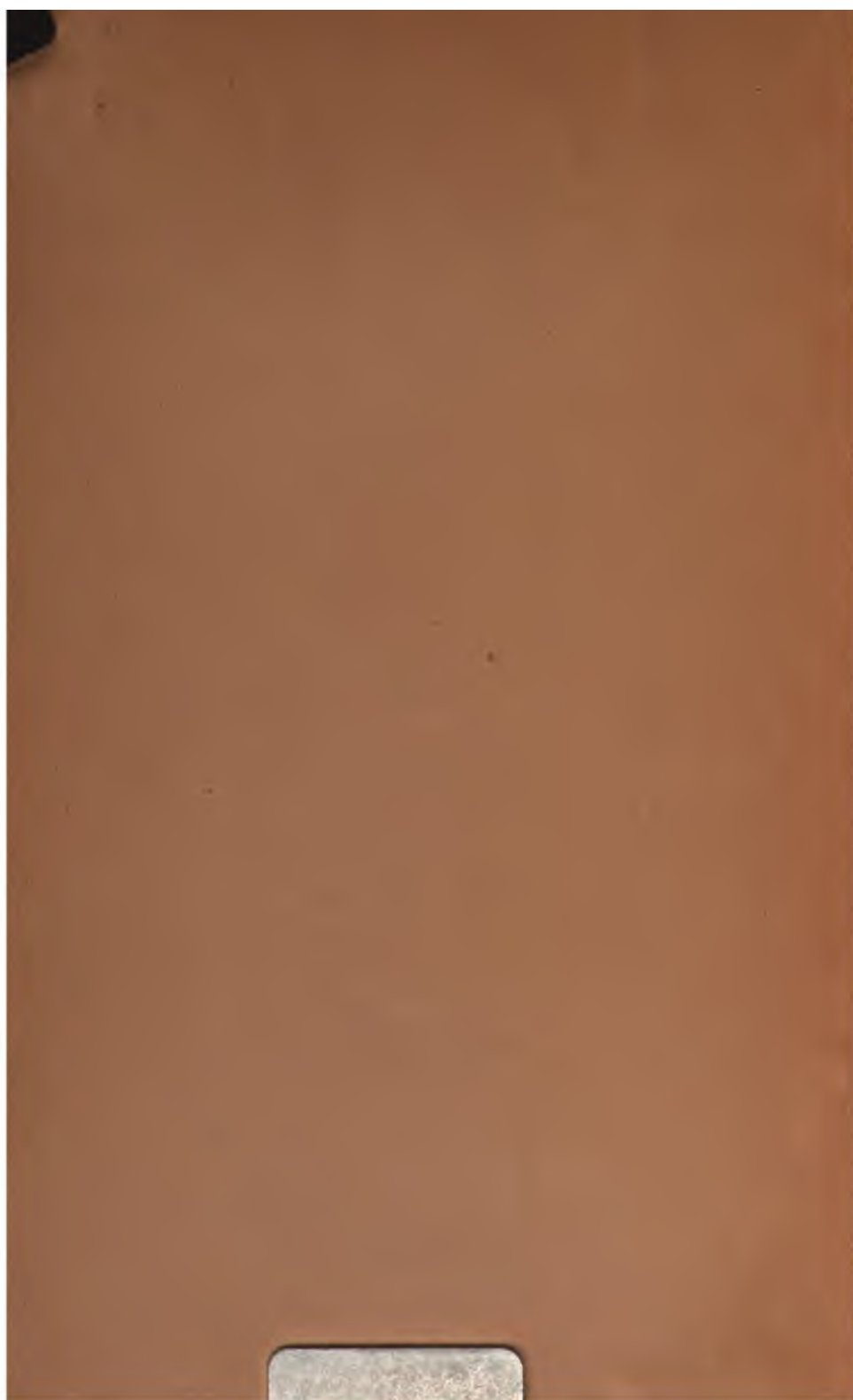
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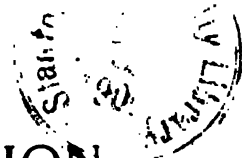








215-20134



CENTRAL ASSOCIATION

...OF...

RAILROAD OFFICERS' PROCEEDINGS.

CINCINNATI DIVISION,
INDIANAPOLIS DIVISION,
COLUMBUS DIVISION,
TOLEDO DIVISION,

PEORIA DIVISION,
ST. LOUIS DIVISION,
KANSAS CITY DIVISION,
LOUISVILLE DIVISION.

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W. SWANSTON, CHAIRMAN.

M. W. MANSFIELD, G. H. GRAVES, F. M. LAWLER,
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... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

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1899.

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Communications.

To the Officers and Members of the Central Association of Railroad Officers:

In accordance with the recent action taken by the various Divisions of our Association, it is the intention to undertake, as far as possible, to present for discussion in all of the Divisions the same subject for the same meeting, whereby there shall appear in the proceedings discussion on this subject by all Divisions at regular monthly meeting for that month.

At a meeting of the Cincinnati Division, held January 10, a special Committee submitted rules governing charges to be made on passenger equipment loaned by one road to another. That report was received and laid over until the February meeting for discussion and adoption. Action was further taken requesting that the report be presented to the other Divisions of the Central Association for their consideration and adoption.

To this end we submit below the proposed rules presented by the Committee of the Cincinnati Division:

Rule 1. In the absence of special agreement between parties interested, the per diem charges on passenger equipment borrowed shall be \$5.00 per car per day for coaches, chair cars, parlor cars, combination passenger cars and postal cars, which are used exclusively in mail service as railway postoffices.

The per diem charges for baggage cars, express cars, combination baggage and express cars, combination baggage and mail cars, and mail storage cars shall be \$3.00 per car per day.

Rule 2. When necessary to haul equipment from point of storage to point of delivery, the lending road shall be entitled to a charge of 3 cents per car per mile in each direction for forwarding such equipment, in addition to per diem charge. Before cars are moved, however, the lending road shall notify the borrowing road that it will be necessary to haul cars from point of storage, and shall receive the sanction of the receiving road to this additional charge.

Rule 3. In computing the time to be charged for, the total time that cars are on the borrowing road shall be reduced to hours, and the number of hours divided by 24; the result will be the number of days for which bill shall be rendered.

When the number of hours divided by 24 results in a fraction of a day, the fraction shall be charged for proportionately at the per diem rate.

The minimum charge for loaning passenger equipment shall be \$1.00 per car so loaned to cover expense of handling.

Rule 4. Roads making request for passenger equipment should specify the time and place at which cars should be delivered. If loaning road makes delivery before the time specified, it will be understood it does so to suit its own convenience.

Rule 5. When delivering cars, lending road will notify borrowing road hour and date cars were placed on transfer, and it will be optional with borrowing road as to when they move cars.

The time on borrowing road shall be understood to commence at the time when delivery is requested, except that when cars are delivered after the hours requested the time on borrowing road shall commence at the time delivery is actually made. In case no time is specified by the borrowing road, per diem shall commence at the time delivery is made by the loaning road.

The President and Secretary of each Division are hereby requested to submit these rules to their Division at the February meeting for discussion and adoption or amendment, and I would request that no Division take final action upon this matter of rules until joint action at the hands of all Divisions can be secured. Thus we should try to have the rules which are finally adopted uniform for all Divisions. To this end, will any Division which has amendments to offer please submit same to the President, and we will endeavor either to secure a modification of the proposed rules, if the point raised is one which warrants such action, or else show such good reason why no modification should be made that the Division will probably be enabled to accept the rules without amendment.

Respectfully submitted,

W. G. BESLER,
President.

To the Officers and Members of the Central Association of Railroad Officers:

Notwithstanding the fact that two of our Divisions failed to have a quorum last month, our proceedings present an improvement over some of our previous issues, and we hope that our members will get into line and undertake to do their part, whereby we shall not note a failure to hold meetings on account of a quorum not present.

We are pleased to be able to report one of the best and most largely attended meetings at the January meeting of the St. Louis Division which has been held for some time. A full attendance at a meeting is an inspiration, and a successful and profitable meeting the certain result.

I wish to call attention to the fact that we have a Train Rule Committee, to whom may be submitted questions for investigation and advice, or any matter pertaining to common practice.

Our Committee is composed of men able to give first-class opinions, and it is willing and anxious to accomplish something. Any member who has any question which he would like to have explained should send same to that Committee. We are pleased to receive this month a communication from the pen of Mr. W. M. Prall, Manager of the Central Car Service Association, on the subject of "Bunching Cars and its Consequent Results to Car Service Movements," etc. I trust that the points raised by Mr. Prall will receive the careful consideration of our members.

In view of the tendency of the present time to ornament and improve the appearance of our depots and station grounds, the following abstract from a book entitled "Seven Lamps of Architecture," written by John Ruskin, and published in 1849, may prove interesting to many of our members:

THE RAILROAD STATION.

Another of the strange and evil tendencies of the present day is to the decoration of the railroad station. Now, if there be any place in the world in which people are deprived of that portion of temper and discretion which are necessary to the contemplation of beauty, it is there. It is the very temple of discomfort, and the only charity that the builder can extend to us is to show us, plainly as may be, how soonest to escape it. The whole system of railroad traveling is addressed to people who, being in a hurry, are therefore, for the time being, miserable.

No one would travel in that manner who could help it—who had time to go leisurely over hills and between hedges, instead of through tunnels and between banks; at least those who would have no sense of beauty so acute as that we need consult it at the station. The railroad is in all its relations a matter of earnest business, to be got through as soon as possible. It transmutes a man from a traveler into a living parcel. For the time he has parted with the nobler characteristics of his humanity for the sake of a planetary power of locomotion. Do

not ask him to admire anything. You might as well ask the wind. Carry him safely, dismiss him soon; he will thank you for nothing else.

All attempts to please him in any other way are mere mockery and insults to the things by which you endeavor to do so. There never was more flagrant nor impertinent folly than the smallest portion of ornament in anything concerned with railroads or near them. Will a single traveler be willing to pay an increased fare on the Southwestern because the columns of the terminus are covered with patterns from Nineveh? He will only care less for the Ninevite ivories in the British Museum; or, on the Northwestern because there are old English-looking spandrils to the roof of the station at Crewe? He will only have less pleasure in their prototypes at Crewe House. Railroad architecture has or would have a dignity of its own if it were only left to its work. You would not put rings on the fingers of a smith at his anvil.—John Ruskin.

There is food here for serious reflection, and in our proceedings next month we shall endeavor to carry this subject further and present it to our members in form for discussion. Meantime, perhaps a paper on this subject might be profitably written by a member from each Division. Presumably we have in each Division at least one member who has a "hobby" in this direction, and from whom a paper would be acceptable, and give us further basis for discussion on a live subject, which is attracting considerable attention, not to say some expense, at the hands of many of our leading lines.

Respectfully submitted,

W. G. BESLER,
President.

Bunching Cars.

The movement of cars is so dependent upon organization, and the results attained at various terminals vary so decidedly, that a study of the methods in vogue becomes almost obligatory upon the transportation officials, who are so well represented in the Central Association of Railroad Officers.

It has become evident that what is known as the bunching of freight is a hardship, with a consequent expense to the consignee and the carrier.

It is also becoming evident that a cure for bunching will almost solve the problem of car movement; consequently the attention now being given to the claims of the patrons of the railroads, as made towards the managers of the various car service associations, for rebates of car service charges account of bunching of cars.

If the effort is as towards the handling of cars after arrival at a terminal, there can be but a partial cure of the evil, the so-called bunching being the unavoidable accompaniment where service is not controlled from the time of loading at the initial point until the delivery of the car on the track of the consignee at final destination.

There is no cure for bunching of cars to the consignee, excepting by regulations that will attain the continuous movement of a car so long as it is under the control of the railroads themselves.

The question therefore is, how can we obtain continuous movement?

Can it be obtained by allowing the consignees to average the free time allowed in the unloading of their freights?

Can it be obtained when to a consignee is extended the practical privilege of designating, as towards the carrier, the cars that they elect shall be delivered upon any specified date?

If a consignee has the authority to hold any freights indefinitely, does it not necessitate a provision by the carrier so that all cars are held until the consignee specifies the cars that he desires delivered?

The twenty-four-hour average plan practically provides for irregular deliveries of freights to the consignee, and irregular delivery of freights is positively followed by poor service and so-called bunching of freights.

Now, to the contrary, when the service of the railroad is viewed in the broad light of continuous service from the loading of the car at the initial point until the delivery of the car upon the siding of the consignee at final destination, it is readily to be seen that the rules should be so applied that the consignee will be ready to receive all cars when tendered to him in a reasonable manner, enabling the carrier to perform its service without interruption, the privilege to it being the privilege of the completion of the contract service by a reasonable delivery to a consignee who has made a proper preparation for the receipt of the lading.

Is there a superintendent, member of the Central Association of Railroad Officers, who fails in a realization of the extreme difficulty of prompt service after cars have once lodged on a hold track, and do not all understand and desire the perfect service made possible when a connection or a consignee has made preparation to receive all cars when tendered to them?

The bunching of freight is the irregular handling of freights by a railroad when there is no excuse for any but proper service, and it should be the object of all transportation officials to be able to thoroughly understand and explain all the difficulties of handling freight properly when extraordinary privileges not contemplated in the original contract are extended to the consignees.

There is no question but what it is easily to be demonstrated that it is the additional privileges sought by the shipper and granted by the railroad that have so interfered with proper service and increased the expense of handling cars at our terminals.

There is no bunching of freight where the mutual obligations are understood. There can be no bunching of freight if a consignee so prepares for the receipt of his lading that cars are unloaded after arrival within the time contemplated by law, which is the physical time necessary for the unloading of the car.

W. M. PRALL.

January 6, 1899.

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, January 10, 1899.

The meeting was called to order at 11:15 a.m., with President Lewis in the Chair.

The following roads were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “	MR. C. C. RILEY	Supt. Trans.
“ “	MR. JOHN BLAIR	D. M. M.
C. C. C. & St. L. Ry....	MR. MASON RICKERT	D. M. M.
“ “	MR. T. REYNOLDS.....	T. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
“	MR. G. H. WALDO	Supt. C. S.
C. & O. Ry.....	MR. GEO. W. LEWIS	Supt.
L. & N. R. R.....	MR. BRENT ARNOLD	Supt.
“	MR. WM. ADAIR.....	D. M. M.

On motion the reading of the minutes of the previous meeting was dispensed with.

**Rules Governing Charges to be Made on Passenger Equipment
Rented by One Road to Another.**

In the absence of the Chairman of Special Committee having charge of this subject, Mr. Riley submitted the following as Committee's report:

Rule 1. In the absence of special agreement between parties interested the per diem charges on passenger equipment borrowed shall be \$5.00 per car per day for coaches, chair cars, parlor cars, combination passenger cars and postal cars, which are used exclusively in mail service as railway postoffices.

The per diem charges for baggage cars, express cars, combination baggage and express cars, combination baggage and mail cars, and mail storage cars shall be \$3.00 per car per day.

Rule 2. When necessary to haul equipment from point of storage to point of delivery the lending road shall be entitled to a charge of 3 cents per car per mile in each direction for forwarding such equipment in addition to per diem charge. Before cars are moved, however, the lending road shall notify the borrowing road that it will be necessary to haul cars from point of storage, and shall receive the sanction of the receiving road to this additional charge.

Rule 3. In computing the time to be charged for the total time that cars are on the borrowing road shall be reduced to hours, and the number of hours divided by 24; the result will be the number of days for which bill shall be rendered.

When the number of hours divided by 24 results in a fraction of a day the fraction shall be charged for proportionately at the per diem rate.

The minimum charge for loaning passenger equipment shall be \$1.00 per car so loaned to cover expense of handling.

Rule 4. Roads making request for passenger equipment should specify the time and place at which cars should be delivered. If loaning road makes delivery before the time specified, it will be understood it does so to suit its own convenience.

Rule 5. When delivering cars, lending road will notify borrowing road hour and date cars were placed on transfer, and it will be optional with borrowing road as to when they move cars.

The time on borrowing road shall be understood to commence at the time when delivery is requested, except that when cars are delivered after the hours requested the time on borrowing road shall commence at the time delivery is actually made. In case no time is specified by the borrowing road, per diem shall commence at the time delivery is made by the loaning road.

J. R. CAVANAGH,
C. C. RILEY,
G. H. WALDO,
Committee.

It was moved by Mr. Brimson, seconded by Mr. Arnold, that the report be accepted and laid over until the next meeting, in the meantime the Secretary to secure letter ballot on same. Further, that a copy be submitted to the President of the Central Association of Railroad Officers, with request that he present same to the various Divisions of the Central Association for action.

The Use of Cars in Local Switching Service.

Indianapolis, Indiana, January 3, 1899.

To the Central Association of Railroad Officers, Cincinnati
Division:

I have taken for my subject the circular recently issued by the President of our Association, "The Use of Cars in Local Switching Service."

This is a subject that is deserving of more attention than is given it by most roads. On every railway of any size a special force of switching clerks should be selected to handle this branch of the service, and while it is, strictly speaking, "an accounting matter," there is no department where it can be so well and economically handled as in connection with the car record branch of the transportation department. This enables every movement of a car inside of terminal or yard limits to be accounted for. As Mr. Besler's circular has not brought out the discussion it deserves, I will take the liberty of using that circular as a foundation for my remarks.

(1) "Under the prevailing conditions, at what rate per car can a railroad undertake to handle switch business?"

I do not believe there are many transportation men, and fewer traffic men, who know what it actually costs to handle their switching business. If they did, in many cases competition, state laws and similar conditions fix an arbitrary figure (or nearly so) for which such service must be performed.

I do not believe that there is any railway owning large expensive city terminals that could afford to do a strictly switching business only and live on the existing rates as charged in this territory.

On such lines as the Chicago Belt, St. Louis Terminal Railway Association or companies doing a large volume of business it can undoubtedly be done at existing rates at a profit. There

is no fixed rule that can be laid down; each point of service must be governed by its own conditions, and the price at which such service can be performed determined by the actual cost plus a reasonable profit.

(2) "Is it feasible to separate the service and make a charge for the switching service and a charge for the car which carries the load?"

There is no reason I can see why a specific charge for moving the car should not be made regardless of the car, and a separate charge for use of car. This rule holds good on a number of lines, and is in vogue at Indianapolis.

(3) "Is it feasible to say to an industry, 'Provide your own cars and we will switch them at such and such a rate'?"

If the Acme Milling Co. calls on the Big Four for a box car to load out via the Penna. Company, the Big Four calls on the Penna. Company for such car, and charges the shipper or Penna. Company a specific switching charge for the service; now, if the same mill calls on the Big Four for a car to haul a load from its mill to another industry in the switching limits, the Big Four is entitled to compensation for furnishing car, in addition to the schedule rate for moving the load.

There are many private companies who own their own equipment and take particular pains to use their own cars for an out-bound haul and some other car for switching service, except at such points where a specific charge is made for use of cars; in the latter case they invariably use their own cars.

(4) "Is it desirable that private cars should be used?"

They should be used for owner's shipments in switching service, same as they are used for similar shipments for road movement.

(5) "Should the use of a car in the switch business be on a per diem or loaded car basis?"

Every time a car is loaded for switch movement the specific charge for car in each case should be made; after 48 hours for unloading car service rules will take care of delays, same as road cars held for unloading.

(6) "Should owner of car receive amount collected for use of car when engaged in switch business? If not the entire amount, what proportion of the amount?"

Such collections, the same as car service collected, should go to road owning tracks or performing the switching service.

(7) "Switching or transfer companies who own no equipment, but who use equipment of any company they are able to secure, justify their action by claiming that they furnish in return certain valuable facilities, for which they make no charge. Is such a charge justifiable?"

Such statements are not worth the time taken to repeat them. It is a fact such lines pay better than many large railway systems. Such terminal lines should pay a per diem of not less than 15 cents per car per day while cars are on their lines; they have full protection under car service rules. Many of these same belt lines offer inducements to industries to locate on their tracks, "plenty of cars," "all the time you want to load and unload," etc. A per diem charge, if made, would go to the car owners and do much toward compensating roads for their cars idle on belt and switching lines.

(8) "Car service demurrage. To whom should the amount be paid, the owner of the car or the company on whose track the car is detained?"

The amount should be paid to the company owning the tracks; a per diem will compensate the owners, therefore hurry adoption of per diem.

(9) "Under M. C. B. Rules, car owners are largely responsible for maintenance of their equipment; cars are more rapidly worn out while engaged in the switching service than in ordinary road service. Under present practice no earnings accrue from mileage, per diem charge, car service or other source of revenue, to the owner while the car is engaged in the switch service. What remedy can you suggest?"

There is but one remedy, and the railways have it in their own hands to employ it, *i. e.*, PER DIEM. Charge every belt

and switching line 15 cents per car per day while a car is on that line. This goes to car owner.

I would respectfully recommend a change of base in fixing up "rates for switching." Heretofore all switching rates have been based on *loaded* cars, nothing for empties. I would suggest making same charge for either movement; thus, if charge now is \$2.00 for loaded move, nothing for empty, make it \$1.50 every move, as a good percentage of cars are handled both ways loaded. This will also obviate a great deal of work in endeavoring to separate loads and empties. Under my plan you simply keep tab on the number of cars; then if a car is moved empty both ways we would get some compensation.

Another thing, there is more or less switching done "account errors," which causes a great deal of correspondence, etc., to cancel, claiming "one offsets another." Let every move be paid for, then errors will still "offset each other," and save all the work of explaining, etc., to get such charges cancelled. Put your switching accounts into your car service department, and you will get the best results at a minimum outlay.

Yours truly,

J. R. CAVANAGH.

It was moved by Mr. Arnold, seconded by Mr. Brimson, that the paper be received and spread upon the minutes of this meeting and discussed at the next meeting; further, that the thanks of this Association be extended to Mr. Cavanagh for his very able paper.

**Election of Officers and Standing Committee on Joint Car
Inspection for the Ensuing Year.**

The President appointed Messrs. Arnold, Waldo and Reynolds as Committee to present nominations, which Committee submitted the following:

For President, Mr. A. Galloway.

For Vice-President, Mr. W. H. Brimson.

For Secretary-Treasurer, Mr. O. G. Fetter.

For Standing Committee on Joint Car Inspection, Mr. F. M. Lawler, Mr. Wm. Adair, Mr. W. H. Brimson, Mr. Geo. W. Lewis, Mr. J. P. McCuen, Mr. A. Galloway, Mr. Geo. B. Fravel.

It was moved and carried "that the Secretary be authorized to cast the vote of the Association for the gentlemen named."

The Secretary cast the vote of the Association for the gentlemen named and the President declared them duly elected.

President: In retiring I desire to thank all of you, especially the Committees, who have not only been active and prompt, but have done some very valuable work. There have also been some very valuable papers presented. I feel that I have been well supported during the past year, and again thank you, bespeaking the same courtesy and assistance for my successor, whom I feel will be very much more competent.

Mr. Galloway: By a strange coincidence the two members of this Association whom you have called upon to serve you as President and Vice-President are seated side by side. I trust that you will not suspect that this fact has anything to do with their success in securing about all the desirable offices, for I assure you that such is not the case, although I confess perhaps it looks rather suspicious. The new President appreciates his deficiency in many of the qualities which have made his predecessor such an admirable and successful presiding officer, and in

consequence will have to ask your leniency and consideration for any shortcomings in his administration of affairs as an executive officer. I shall endeavor to perform the duties of the office to the best of my abilities, and thank you for the honor conferred.

Mr. Brimson: I wish to thank you for the honor you have conferred upon me, and your President for the kind word he has said, and I shall endeavor to merit the goodwill you have shown.

On motion meeting adjourned at 11:55 a. m.

GEO. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, Tuesday, January 3, 1899.**

The meeting was called to order by the President at 2:20
p. m.

The following lines were represented:

L. E. & W. R. R.....	H. F. BICKELL.....	Asst. Gen. Supt.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
“ “	C. S. RHODES	Supt. of Teleg.
“ “	J. R. CAVANAGH.....	Supt. Car Ser.
I. D. & W. Ry.....	G. H. GRAVES.....	Superintendent.
C. I. & L. Ry.	F. M. QUIMBY	Trainmaster.
P. C. C. & St. L. Ry..	M. W. MANSFIELD....	Superintendent.
“ “	WM. SWANSTON.....	Master Mechanic.

The minutes of the previous meeting were approved as
printed.

Communications Received.

The following letter from Mr. J. R. Cavanagh was read:

Mr. G. B. Staats,
Secretary.

Dear Sir: I would respectfully recommend that the Indianapolis Division of the Central Association of Railroad Officers adopt the rules for the handling of foreign cars adopted by the Cincinnati Division, as outlined in the December proceedings of that Division.

Yours truly,

(Signed) J. R. CAVANAGH.

On request the Secretary read the rules referred to, which are as follows:

Rule 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Cincinnati, and which are known as "switch cars," should be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or to a system of which it is a part, such cars need not be returned to the delivering road.

(B) Where the cars are owned or operated by any road having its own line into Cincinnati such cars may be returned to owners direct or to delivering road at option of switching line.

Rule 2. Cars belonging to roads not terminating at Cincinnati must be carded by the line delivering the cars under load for return to that line or for delivery to the road which is proper home route, provided such home route is via Cincinnati line, and so shown on carding. For this purpose the standard cards, as adopted at Cincinnati, should be used.

Rule 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with *transferable commodity, which has been delivered them for switching inside of the switching limits, to be reconsigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

Rule 4. Empty cars other than switch cars belonging to

roads members of this Association whose lines terminate at Cincinnati shall be delivered direct to owners, except when other arrangements are made between the lines interested.

The initials of the cars shall be proof of ownership.

*Under above rules the commodities herein noted will be considered "Not transferable":

Vehicles of all kinds, sash doors and blinds, plate-glass, furniture of all kinds, agricultural implements, bottles in bulk, drain tile, household goods, lumber (dressed), lime in bulk, tin plate, all articles under refrigerator protection, tin cans in bulk, cow tails (loose), machinery, marble slabs or dressed stone, crockery ware in bulk, high explosives of all kinds, stoves, brick (pressed or common), fruits or vegetables in bulk, ice, lumber (tongued or grooved), slate, tin roofing, cow horns in bulk, bones in bulk.

Mr. Cavanagh: This matter was discussed in the Cincinnati Division meeting, and the only change recommended was by one road, which wished to insert the words, "Jumbo cars loaded to their full capacity." We objected to that because we may load 50-foot furniture cars with pig iron received from the Cincinnati Southern. They are loaded to their full capacity. We would not consider the furniture car because they left too big a loophole there.

The Chair: Gentlemen, what will you do with this communication?

Mr. Bender: I move we adopt the same rules for Indianapolis, changing the phraseology so as to apply to Indianapolis.

Mr. Cavanagh: I second the motion.

Mr. Swanston: Would it not be better to refer that to some Committee to investigate and report as to its application here?

Mr. Bender: I think it is applicable any place.

Mr. Cavanagh: If the Pan Handle give us a L. E. & W. car to unload there is no sense in our sending it back to the Pan Handle. We should send it direct to the L. E. & W.

The general proposition is to return these cars to the line owning them.

Mr. Mansfield: Who pays the charges over the belt; the delivering line?

Mr. Bender: They are paid in all cases just as they are now.

Mr. Cavanagh: It would not cost us any more to return the car to the L. E. & W. than it would to the Pan Handle, and when the Pan Handle have a car it equalizes itself. I think we ought to work on that basis.

I will state, Mr. Chairman, that the same rules were presented at the Columbus Division last month, and I believe a letter ballot has been sent to all the roads, and the general supposition is that these rules will be adopted at Columbus. These rules have been adopted at Peoria and St. Louis.

The Chair: I agree with Mr. Cavanagh that this is the proper way to handle cars at Indianapolis, but I doubt whether this motion should prevail, for the reason that all lines here are not represented today, and it seems to me that a better way would be to take this up by a letter ballot.

Mr. Bender: With my second's permission I will change my motion and put it in that way, that is, submit it to a letter ballot.

Motion carried.

Mr. Cavanagh: Is there not a communication from Mr. Johnson, or from our Secretary, in regard to rates charged for use of coaches?

Secretary: No papers have been received from anyone on the subject.

Mr. Cavanagh: I have some recommendations to offer in regard to that matter. There seems to be no uniform rules in regard to charges made when loaning coaches, and I think that the Association should adopt uniform rates, and with that view I submit the following:

Rules Governing the Loaning of Coaches on a Per Diem Basis.

Rule 1. The borrowing line shall state in the order for cars, time, date and place of delivery, number of cars, and class wanted.

Rule 2. Lending lines will deliver cars to suit its convenience any time before the hour designated in order, but per diem will not begin until the hour and day as order calls for.

Rule 3. Upon delivery of cars, delivering road will notify the receiving line the hour and date cars were placed on transfer, and it will be optional with receiving line as to when they move cars, but per diem will commence from the time as called for in the order, providing said delivery is made previous thereto; otherwise per diem will commence from actual time borrowing road was notified.

Rule 4. Borrowing lines should take record of notice of delivery of passenger cars as to time, date, car numbers, etc., so that bills presented for rental can be easily checked.

Rule 5. Where lending line has to haul cars from storage yards to point of delivery to borrowing road, said lending line will be entitled to a haulage charge (in addition to the regular per diem) of 5 cents per mile each car is so handled, but borrowing road must be notified before cars are moved what such haul will be, and cars will not be moved until borrowing line agrees to accept under such conditions.

Rule 6. Upon return of passenger cars the owning or lending line yardmaster, or other official, must give notice of such delivery at the time transaction occurs, or as soon thereafter as possible, and charge will cease at such time.

Rule 7. We would recommend the following rates:

Parlor or chair cars, \$7.50 per day, exclusive of porter, linen or supplies.

Coaches, \$5.00 per day.

Combination coach and baggage and postal cars, \$4.00 per day.

Baggage and express or combination mail and express, \$3.00 per day.

Rule 8. The total aggregate hours of all cars borrowed divided by 24 hours, the number of days, plus the fraction of a day as one day, should be the number of days charged for.

Example. Three cars delivered 6:00 a. m., January 1, and returned 9:15 a. m., January 2, will be three cars for $27\frac{1}{4}$ hours, which equals $81\frac{3}{4}$; divided by 24 equals 3 days, $9\frac{3}{4}$ hours, and will be charged four days.

Rule 9. Where cars are returned within 24 hours after delivery, then each car will be charged for as one day each.

Example. Seven cars loaned 6:00 a. m. and returned at 3:00 p. m. will be billed for seven cars one day.

Rule 10. Where any equipment, such as tools, etc., are lost from cars while on borrowing roads, same shall be paid for at the actual cost plus ten percent, but such loss must be reported within an hour after receipt of cars.

Your Committee recommends that these rules as they may be amended at our next meeting, be presented to all Divisions of this Association before adoption, so as to get a set of rules that can be accepted by all Divisions, and if such rules conflict in any way with those of the American Railway Association or International Association of Railway Car Accountants that those and similar associations be requested to approve or conform to our recommendations.

Respectfully,

(Signed) J. R. CAVANAGH.

Mr. Mansfield: I do not believe that we are prepared today to adopt these rules as mapped out by Mr. Cavanagh, and I suggest that they be printed in the minutes so that the members of the Association can have a chance to study them before definite action is taken.

Mr. Cavanagh: The American Railway Association do not make any rate for parlor and chair cars. I think it would be a

good idea to refer this paper to a Committee of the Association and revise it to suit the requirements.

Mr. Mansfield: I think that is a good suggestion.

The Chair: What will you do with this communication from Mr. Cavanagh?

Mr. Mansfield: I make a motion that it be put on the minutes and discussed at the next meeting.

Mr. Bender: I second that motion.

Motion carried.

The Chair: If there are no further communications the next in order of business is

New Subjects.

The first on the list is

Alarm Bells at Crossings, by Mr. C. S. Rhoads.

The question of protecting the traveling public where streets and highways cross railroad tracks at grade is of such a nature that it is susceptible of various views. Hence, in submitting this paper on "Alarm Bells at Crossings," the aim will be to mention only a few of the peculiar features in connection with the subject which seem to link the different kinds of crossing protection together.

Crossing alarm bells were first used a great many years ago when the era of the present fast through trains was unknown, and when the station at which a train did not stop was indeed a very insignificant one; therefore the name "highway crossing alarm"; and were intended to be used at highway crossings out in the country rather than at street crossings in cities and villages.

To prove efficient these alarms, when automatic, should not be located at crossings near stations, sidings and yards where there is much switching done, or where the location is such that

trains for any purpose are required to stand within the limits of the circuit, as a sounding of the alarm without the train passing the point of danger soon results in its warning being disregarded, or, if located near a residence, in its continued unnecessary ringing being declared a nuisance.

Outside of such locations the efficiency of an automatic alarm is unquestionable. At places where the automatic alarm is unsatisfactory on account of false alarms, we find it good practice to erect bells to be operated by the operator in telegraph office or by a flagman on an adjacent crossing. We have, for instance, one crossing flagman who protects three other crossings in addition to flagging one.

As to accidents at crossings, statistics seem to indicate that the first law of nature, that of self-preservation, if ever ignored by human beings, is when they attempt to cross a railroad track. As any kind of crossing protection is simply a precautionary measure, we can not tell how many accidents may have been prevented. The Commissioner of Railroads and Telegraphs of Ohio, to whom we are indebted for some valuable information, states that reports of crossing accidents to his office for the first eleven months of 1898 are as follows:

Accidents to vehicles at street crossings, 50, of which 12 were protected by gates, watchmen or bells.

Accidents to vehicles at highway crossings, 55, of which 1 was protected by gate, watchman or bell.

Accidents to persons on foot at street crossings, 24, of which 6 were protected by gates, watchmen or bells.

Accidents to persons on foot at highways, 13, of which none were protected.

These figures are, no doubt, a fair indication of what the statistics would be in Indiana and Illinois if compiled.

It may be said of bells that they are preferable to watchmen or flagmen who may or may not operate gates, because they do not go to meals nor to sleep, and are always on duty, by night as well as by day.

On our system we have 36 bells in service. While some of

them protect what would be considered very dangerous crossings, we have never yet had one condemned as a result of an accident having occurred.

As to compliance with the various state and municipal laws of Ohio, Indiana and Illinois, this question, from a legal standpoint, involves really a consideration of the fundamentals of the extent of police powers, and the limitations within which it can be delegated, and the law on the subject is far from satisfactory or settled. One of the highest duties imposed on the legislative branch of the government is that of looking carefully after the protection and welfare of persons in the enjoyment of life, limb and property, and this duty is of so high a nature that it can not be delegated to any other person or set of persons. Hence the legislatures of the three states mentioned have passed but one law directly affecting railways in regard to warnings to be given on the approach of a train which is about to pass over a public highway, namely, that of requiring the sounding of a whistle or ringing of a bell. This the legislatures have deemed sufficient to govern their states at large. But the police power, as it is called, has been so long exercised by municipal corporations within certain limits that its exercise by them must be considered an exception to the general principle just stated, so it seems that the legislatures and municipal authorities acting under them are the only bodies who may lawfully exercise the police powers, although the legislatures of several states have passed laws vesting the exercise of this discretion in county commissioners, and in some cases in individuals. In the three states named municipal corporations can legally only pass ordinances in regard to safety of persons at highway or street crossings, requiring the erection of gates, maintaining of flagmen, keeping of lights, annulling the state law as to bell or whistle, or both, and the regulation of speed, no mention being made of crossing bells. In Indiana the legislature has attempted to give the county commissioners the power to place flagmen at crossings where the track or tracks are used for switching purposes. This is the extent of their discretion, as it appears from the

statutes, and it is very doubtful whether the statute is valid. In Illinois the law is practically the same. There they have a Railway and Warehouse Commission, but its powers do not extend to the requiring of crossing warnings. In Ohio the legislature has created the office of Commissioner of Railways and Telegraphs, in whose hands is placed the responsibility of looking after the public safety in regard to crossing warnings; the law defining his powers seems to give him authority over any crossing in the state, and he is especially given authority to sanction the use of electric bells in lieu of other modes of warning, but the law provides that bells shall not be erected in cities that have a population of more than ten thousand. It further provides that the Commissioner has not power to remove flagmen where they have been stationed and maintained at a railway crossing by a railroad and substitute an alarm bell therefor.

On the whole, from a policy standpoint, the value of these bells, especially in Indiana and Illinois, is found in their use as a substitute, and to forestall the passage of lawful ordinances requiring a more expensive warning. It might be argued from this that in case of accident, even if the bell did not ring, it would not be negligence, as it was placed there merely as an extra precaution, the railway company not being legally compelled to maintain it.

Mr. Mansfield: I move the paper be printed in the minutes and discussed at the next meeting.

Motion seconded and carried.

Mr. Mansfield: Mr. Rhoads, do you know whether there are many failures of your bells? You have had no accidents, but do you know whether the bells have failed to ring?

Mr. Rhoads: Of course there have been a few failures. I have looked into that pretty carefully for the past seven years, and I have been unable to find where one was condemned or taken out on account of an accident.

Mr. Mansfield: Have you had any failures due to exceedingly high speed?

Mr. Rhoads: No, sir; we use automatic bells. The speed of the train does not cut any figure. We formerly had some of the Stetton bells, such as the C. H. & D. have. Our objection to them is that if you regulate them to ring for a slow train, a train running a mile a minute would almost pound the bell to pieces.

Mr. Mansfield: I understand that on some lines in the case of high-speed trains the bells did not give entire satisfaction.

Mr. Rhoads: I have not heard of such objection.

The Chair: Is there anything further on this question? If not, we will pass to the next paper, "Use of Cars in Local Switching Service," by Messrs. Cavanagh and Zion.

Mr. Cavanagh: I want to say in explanation of this paper that it was the intention of the Committee to make a report on this, but in the rush of business I have not been able to see Mr. Zion, and will offer it just as it is, and Mr. Zion can make any report that he may desire.

The Use of Cars in Local Switching Service.

Indianapolis, Indiana, January 3, 1899.

To the Central Association of Railroad Officers, Indianapolis Division:

I have taken for my subject the circular recently issued by the President of our Association, "The Use of Cars in Local Switching Service."

This is a subject that is deserving of more attention than is given it by most roads. On every railway of any size a special force of switching clerks should be selected to handle this branch of the service, and while it is, strictly speaking, "an accounting matter," there is no department where it can be so well and economically handled as in connection with the car record branch of the transportation department. This enables every movement of a car inside of terminal or yard limits to be

accounted for. As Mr. Besler's circular has not brought out the discussion it deserves, I will take the liberty of using that circular as a foundation for my remarks.

(1) "Under the prevailing conditions, at what rate per car can a railroad undertake to handle switch business?"

I do not believe there are many transportation men, and fewer traffic men, who know what it actually costs to handle their switching business. If they did, in many cases competition, state laws and similar conditions fix an arbitrary figure (or nearly so) for which such service must be performed.

I do not believe that there is any railway owning large expensive city terminals that could afford to do a strictly switching business only and live on the existing rates as charged in this territory.

On such lines as the Chicago Belt, St. Louis Terminal Railway Association or companies doing a large volume of business it can undoubtedly be done at existing rates at a profit. There is no fixed rule that can be laid down; each point of service must be governed by its own conditions, and the price at which such service can be performed determined by the actual cost plus a reasonable profit.

(2) "Is it feasible to separate the service and make a charge for the switching service and a charge for the car which carries the load?"

There is no reason I can see why a specific charge for moving the car should not be made regardless of the car, and a separate charge for use of car. This rule holds good on a number of lines, and is in vogue at Indianapolis.

(3) "Is it feasible to say to an industry, 'Provide your own cars and we will switch them at such and such a rate'?"

If the Acme Milling Co. calls on the Big Four for a box car to load out via the Penna. Company, the Big Four calls on the Penna. Company for such car, and charges the shipper or Penna. Company a specific switching charge for the service; now, if the same mill calls on the Big Four for a car to haul a load

from its mill to another industry in the switching limits, the Big Four is entitled to compensation for furnishing car, in addition to the schedule rate for moving the load.

There are many private companies who own their own equipment and take particular pains to use their own cars for an out-bound haul and some other car for switching service, except at such points where a specific charge is made for use of cars; in the latter case they invariably use their own cars.

(4) "Is it desirable that private cars should be used?"

They should be used for owner's shipments in switching service, same as they are used for similar shipments for road movement.

(5) "Should the use of a car in the switch business be on a per diem or loaded car basis?"

Every time a car is loaded for switch movement the specific charge for car in each case should be made; after 48 hours for unloading car service rules will take care of delays, same as road cars held for unloading.

(6) "Should owner of car receive amount collected for use of car when engaged in switch business? If not the entire amount, what proportion of the amount?"

Such collections, the same as car service collected, should go to road owning tracks or performing the switching service.

(7) "Switching or transfer companies who own no equipment, but who use equipment of any company they are able to secure, justify their action by claiming that they furnish in return certain valuable facilities, for which they make no charge. Is such a charge justifiable?"

Such statements are not worth the time taken to repeat them. It is a fact such lines pay better than many large railway systems. Such terminal lines should pay a per diem of not less than 15 cents per car per day while cars are on their lines; they have full protection under car service rules. Many of these same belt lines offer inducements to industries to locate on their tracks, "plenty of cars," "all the time you want to load and unload," etc. A per diem charge, if made, would go to the car

owners and do much toward compensating roads for their cars idle on belt and switching lines.

(8) "Car service demurrage. To whom should the amount be paid, the owner of the car or the company on whose track the car is detained?"

The amount should be paid to the company owning the tracks; a per diem will compensate the owners, therefore hurry adoption of per diem.

(9) "Under M. C. B. Rules, car owners are largely responsible for maintenance of their equipment; cars are more rapidly worn out while engaged in the switching service than in ordinary road service. Under present practice no earnings accrue from mileage, per diem charge, car service or other source of revenue, to the owner while the car is engaged in the switch service. What remedy can you suggest?"

There is but one remedy, and the railways have it in their own hands to employ it, *i. e.*, PER DIEM. Charge every belt and switching line 15 cents per car per day while a car is on that line. This goes to car owner.

I would respectfully recommend a change of base in fixing up "rates for switching." Heretofore all switching rates have been based on *loaded* cars, nothing for empties. I would suggest making same charge for either movement; thus, if charge now is \$2.00 for loaded move, nothing for empty, make it \$1.50 every move, as a good percentage of cars are handled both ways loaded. This will also obviate a great deal of work in endeavoring to separate loads and empties. Under my plan you simply keep tab on the number of cars; then if a car is moved empty both ways we would get some compensation.

Another thing, there is more or less switching done "account errors," which causes a great deal of correspondence, etc., to cancel, claiming "one offsets another." Let every move be paid for, then errors will still "offset each other," and save all the work of explaining, etc., to get such charges cancelled.

Put your switching accounts into your car service department, and you will get the best results at a minimum outlay.

The Chair: I would suggest that this matter be handled with two motions, the first, that we accept the paper and have it printed, and then, if it is the sense of the meeting, adopt it as a report of the Committee.

Mr. Cavanagh: I think it would be well to let it go over for discussion at the next meeting.

The Chair: Gentlemen, you have heard the paper. What will you do with it?

Mr. Swanston: I move that it be accepted and spread on the minutes and discussed at the next meeting.

Mr. Bender: I second that motion.

Motion carried.

The Chair: The next paper on the list is "Steam Heat in Cars," assigned to Mr. Wm. Swanston.

The following letter was read by the Secretary:

Mr. G. B. Staats,

Secy. Central Ass'n of Railroad Officers.

Dear Sir: When I received the information from you that I was appointed by our President to prepare a paper on "Steam Heat," I informed you that I did not care to do so myself, but I would ask my assistant, Mr. T. W. Demarest, and if he consented the paper would be his and not mine. He has had considerable experience with the system of steam heat described in the paper to you herewith, and I hope it will be satisfactory to the Association.

Yours truly,

WM. SWANSTON,
Master Mechanic.

Indianapolis, Ind., December 28, 1898.

Steam Heat in Cars.

One of the most important questions which comes before us periodically is the heating of our cars, and as we are practically limited to the use of steam as a heating agent and the locomotive boiler as a generator, the point has been with us how to secure the necessary heating effect with the greatest amount of economy, remembering that our locomotives on the heavy express trains are usually taxed to their utmost, without the additional drain on them rendered necessary by the heating of the train. The purpose of this paper will not be to enter into a detailed account of the various systems in vogue, but to draw attention to a few of the principles involved and the method working out on the Pennsylvania Lines to meet them, known as the "Return System."

All systems of steam heat may be reduced to two general classes, the direct, or high pressure system, and the return, or low pressure system. In the first system the steam is taken from the locomotive at a comparatively high pressure and distributed to each car through the radiator system through which it passes, and then with the water of condensation is exhausted to the ground. The underlying principles of the second or return system being the heating of cars with low pressure steam, and the consequent decreased duty on the locomotive, the returning of the water of condensation and such live steam as may return to the cistern of the locomotive tender, which is a direct saving, and the abolishment of the external exhausts.

The resistance of any pipe circuit to the flow of steam through the circuit, aside from the friction in the pipes, is due to air or water in the pipes, or both. Steam, as well as any other energized agent, will move in the direction of the least resistance, and if we reduce the resistance due to the above causes steam of less pressure than otherwise will be capable of flowing through the steam heat system. Such a reduction of

resistance is clearly possible, and we will attempt to describe how this is accomplished.

Briefly, there are two lines of pipe under each car, and under the locomotive tender, a supply pipe and a return pipe, the pipes being united between cars and engine tender with flexible couplings, and having suitable valves in the cars for the regulation of the heat and admission of the steam from the supply pipe, and its exhaust from the car to the return pipe. An exhaust or vacuum pump is located in the bulkhead in one of the legs of the tender cistern. This pump is run by steam drawn from the locomotive. Its steam and exhaust is controlled by a two-way valve, and may be either directed into the supply pipe of the steam heat system or to the ground, as circumstances may require. The exhaust and suction is coupled to the return pipe of the steam heat system, and the exhaust end discharge to the tender cistern through a suitable pipe, with check valve to prevent the return of water from the cistern. There is also a small condenser attached to the exhaust end suction, in order that any live steam in the return side may be condensed before it reaches the pump chamber.

The main point at issue in any heating system is to convey the steam as a heating agent and not as a power agent. In other words, we desire to utilize the heating value of the system, which within ordinary limits is not dependent on the pounds pressure per square inch. To illustrate: Remembering that the heating value is dependent on the number of heat units per pound weight of steam, assume that the train line gauge for supply pipe shows that we have ten pounds gauge pressure, or 24.7 pounds absolute pressure on train line, then its sensible temperature would be 240° F., and it would contain 1187.8 heat units above 0°. As another case, assume that the resistance to the flow of the steam had been so reduced that steam of 14.7 pounds absolute pressure would heat the train. The sensible temperature of steam at 14.7 pounds pressure is 212° F., yet it contains 1178.6 heat units per pound above zero. Or, while in the first case the steam pressure was increased 68 percent, the

value of the steam for heating purposes was only increased three quarters of one percent.

To effect the above economy in the use of steam is the office of the exhaust or steam heat pump, to draw and allow the steam to flow through the pipes under a low pressure by decreasing the resistance to its flow, instead of having an excess of steam over and above the amount necessary to heat the cars in order to establish and maintain the circulation. The steam necessary to run the pump is not an extra demand on the locomotive boiler, nor is it lost, as the exhaust from the pump is turned directly into the supply pipe of the steam heat system, and is, under ordinary conditions or moderate weather, sufficient to heat the train. In colder weather by means of a by-pass it is possible to allow any desired amount of live steam to enter the supply pipe in addition to the pump exhaust.

The ability to heat trains with low pressure steam or vacuum system entails less pipe repairs and a lower cost for maintenance. Further, there is some economy derived from the return of the water of condensation to the cistern of the locomotive, as it is warm water and pure water.

The system permits of a change to direct steam heating, providing a failure should occur to the pump. This is made by shutting off steam from the pump and allowing live steam to run around the pump through the by-pass previously spoken of into the supply pipe, by uncoupling the hose on return side of train and suitably manipulating the drip valve under each car.

One of the greatest difficulties we have experienced is in obtaining careful manipulation. This not only refers directly to the regulation of the heat in the cars, but the effect of such manipulation on the efficiency of the system. The admission of steam into the cars is controlled by two specially designed valves, designed to admit of the possibility of a small opening, located inside the car, one on each side, each of which controls the admission of steam to heating system on its side. The great tendency is to open these valves on the front end of the train too wide. The result is too much of the steam supply is

appropriated by such cars, and they become unbearably hot at the expense of the cars in the rear. The bad results do not stop here, however, as in some cases where the valves in the front end are opened too wide the steam is short circuited at that point, and instead of making the complete circuit of the train, cuts across, and the cars to the rear of the short circuit freeze up perhaps. Another evil effect of the short circuit is that the presence of live steam interferes seriously with the vacuum and the operation of the pump, and the circulation is apt to receive a check for this reason also.

We have experienced more trouble in obtaining light three-way cocks, that is, cocks in main supply and return pipes under the cars, which regulate the direction of the flow of the steam. It has seemed almost impossible to keep or get these cocks tight, and the leaking often resulted in a frozen return pipe on the rear end of the last car. In order to nullify the effect of the leaks we have cut drainage grooves in the bodies of the cocks which forces the leak to the atmosphere direct, and does not permit it to pass the plug to the blind end of the pipe.

The variations in the system, as shown by different cars, representing improvements from year to year, and the Pullman cars have also been sources of difficulties. Our system has arrived at the point now, however, when we feel that it is mainly the education of the trainmen to insure its success on any train.

T. W. DEMAREST.

The Chair: You have heard the reading of this paper. What will you do with it?

Mr. Bender: I move that it be accepted and spread on the minutes and discussed at the next meeting. We should have representatives of the mechanical department here when we discuss this paper.

The Secretary: We might give a special invitation to the mechanical department to be present.

The Chair: Yes, we will be glad to have you extend the invitation in the next call.

Mr. Swanston: If the mechanical department will be here I will write Mr. Demarest to be present.

Mr. Rhoads: It would seem that his experience has been with the return system. I would like to hear it discussed with someone who is thoroughly conversant with the other, or direct system. We had considerable trouble some time ago with the pipes freezing, but we have practically overcome this difficulty.

Mr. Swanston: I second Mr. Bender's motion.

Motion carried.

The Chair: The next is the election of officers for the ensuing year. We are now ready for nominations for President.

Mr. Bender: It has been the custom to elect the Vice-President as President for the ensuing year.

Mr. Graves: I nominate our Vice-President, Mr. J. W. Riley, for President.

Mr. Bender: I move the Secretary cast the vote of the Association for Mr. Riley for President.

Motion carried.

Mr. Bender: I nominate Mr. A. A. Zion for Vice-President, and I move the nominations be closed and the Secretary cast the vote for Vice-President.

Motion carried.

Mr. Bender: I move that the Chair cast the ballot for Mr. G. B. Staats as Secretary and Treasurer.

Motion carried.

The Chair: All I have to say, gentlemen, is to thank you for the honor you conferred on me by electing me as your President, and to thank you for the assistance given me in the last year. I hope the incoming President may receive the same courteous treatment at your hands.

There being no further business before the meeting, the Association adjourned at 3:45 p. m.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
January 11, 1899.

Meeting called to order at 2:30 p. m., by President Ferris.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
C. C. C. & St. L. Ry.....	MR. MASON RICKERT.
“	MR. J. C. NELSON.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
N. & W. Ry.....	MR. V. A. RITON.
B. & O. R. R.....	MR. J. H. GLOVER.
“	MR. J. M. HOST.
C. A. & C. Ry.....	MR. F. H. ALFRED.
C. S. & H. Ry.....	MR. G. H. KIMBALL.

Secretary gave notice that the word “transferable” in Rule 3 of the proposed rules for the handling of switched cars at Columbus, submitted at the December meeting, should read “non-transferable,” and that he had written the members of the Columbus Division to make the change in the copies sent them. With this correction the minutes were approved as printed.

Unfinished Business.

Vote on the matter of placing car service records and collections in the hands of the Superintendent of Car Service stood five in favor and one against the adoption of the plan submitted. The road which had not sent in letter ballot at last meeting requested further time to take the matter up, which was granted.

On motion of Mr. Glover, seconded by Mr. Connors, Secretary was instructed to thoroughly explain the matter to the road voting in the negative and endeavor to get their vote in the affirmative before next meeting.

Mr. Connors: While on this subject I would like to say that it is one that the Association has discussed for nearly a year. There is no question in the minds of the gentlemen who are in favor of the adoption of this rule but what the change would be a very good one to make. Those of the gentlemen who were not here during the discussions referred to might be enlightened a little in the matter, giving them some of the reasons why we thought it a good thing. I take it that they understand that in a general way the collection of car service by the agent of a railroad is a very obnoxious duty, that people who are called upon to pay this charge, frequently, through malice or spite, say things in the presence of the agent that are intended to hurt his feelings, or possibly give him to understand that it will hurt the business of his company, and those remarks are calculated to do harm, and I think in some cases they do. The object in placing the matter in the hands of the Car Service Superintendent is to put that odium on him. He is the representative of the lines of Columbus forming the Association here, and whatever odium is placed upon him he can gracefully carry. His feelings can not be hurt; neither will the interests of the road for which he is collecting the car service be endangered. In other words, you are reducing the number of targets to be fired at by the fellow from whom you are collecting the charge from possibly eight to one.

The letter ballots received on the adoption of the rules for the handling of switched cars at Columbus, submitted by Committee at the December meeting, stood five in favor, one negative, one road not heard from.

Mr. Connors: I move that the Secretary correspond with the superintendent of the road voting "No" and give him the result of the votes on this proposition, with request that he further consider his vote, with a view to changing it from a negative to an affirmative, and to take up with the road not answering the matter of giving him an expression of some kind, which would clear the matter up.

Seconded by Mr. Rickert. Motion carried.

The following letters on this subject were received by Secretary:

Cincinnati, Ohio, January 5, 1899.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: Please note attached copy of letter from Mr. J. R. Cavanagh, Superintendent of Car Service, C. C. C. & St. L. Ry., relative to rules on switch cars. You will find copy of the rules, as amended and adopted by the Cincinnati Division, in December proceedings, pages 581 and 582.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Indianapolis, Ind., December 17, 1898.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: I recommend that you present to the other Divisions of our Association the rules on switch cars, as printed on pages 502 and 503 of the Cincinnati Division of the November proceedings, as amended and adopted at Cincinnati last Tuesday, with request that those Divisions modify them to meet local conditions on their Divisions and adopt same, so that all

Divisions of the Association will be working practically under the same rules.

Respectfully submitted,

(Signed) J. R. CAVANAGH.

Mr. Glover: I move that the amendments be submitted to the roads for letter ballot in the same manner that the original rules were submitted.

Seconded by Mr. Nelson. Carried.

Reading of Correspondence.

Minutes of the Yardmasters' Association were read and approved.

Kenova, W. Va., January 9, 1899.

Mr. J. D. Berry,

Secretary Columbus Division.

Sir: I leave the service of the Norfolk & Western Railway Company, having resigned my position as Division Superintendent Scioto Valley Division, to accept position in Cincinnati; and therefore tender my resignation as member of the Columbus Division, Central Association Railroad Officers.

I would be glad if you would present the name of my successor, Mr. V. A. Riton, for membership.

Yours truly,

(Signed) J. ROBINSON.

Mr. Connors: I move that the resignation of Mr. Robinson be accepted, and that he be elected an honorary member of this Association.

Seconded by Mr. Glover. Carried.

It was explained that Mr. V. A. Riton, by virtue of his appointment as Superintendent of the N. & W. R. R., becomes a member of this Division.

Reports of Committees.

Mr. Glover: The Committee, appointed to report at this meeting on the questions presented by President Besler, has met and discussed the questions, and found that it had been fully discussed by several of the other Divisions, and no conclusions arrived at, no vote taken; that Committee request that no action be taken by this Division and the Committee be dismissed, as we feel that there is nothing we can do or offer that would be of any benefit to this Division.

Mr. Connors: It might be well to offer, in line with remarks just made, another reason why the Committee should be dismissed. This topic for discussion is rather a foreign one to this body; that is to say, the conditions have never surrounded this terminal nor the terminals that these officers have charge of, and the conditions that brought about the suggested matter for discussion lie principally in terminals such as St. Louis and Peoria, where the terminal company take the revenue for all switching cars within the limits, using the cars of tenant lines in which to haul this freight and earn the revenue. No doubt there is much that could be said on both sides of the proposition. I know that if I was one of the tenant lines whose cars were being used for revenue by the proprietary line, and I was not reimbursed for the use of such cars, I would have something to say on the subject, but not being so situated, it occurs to me that the topic is one that could best be handled by terminals such as St. Louis and Peoria, and knowing that the question was raised there, submitted by a St. Louis official, I feel that we had best let the question be argued there and we profit by whatever the result of their investigation discloses.

Committee dismissed.

New Business.

Chillicothe, Ohio, January 11, 1899.

Mr. J. D. Berry,
Columbus, Ohio.

The N. & W. train will be delayed so I can not reach there in time for the meeting. Please offer a resolution for me that a Committee of three be appointed by the President to report at the next meeting a uniform practice for the loaning of coaches, baggage cars, etc., between the different roads represented by the Columbus Division. It is desired that this be done by all the Divisions of the Central Association, and I promised to present it at Columbus today. (Signed) W. H. BRIMSON.

Mr. Connors: That question has been up in this Division before, and rules covering the matter were adopted. I move that the Secretary be instructed to look up the rules of this Association with reference to the question at issue and reply to Mr. Brimson.

Seconded by Mr. Glover. Carried.

Secretary: There is a question in regard to the extra switching charge on cars at Columbus, brought up by Mr. O. A. Constans, D. F. A., B. & O. R. R., in the following letter to his superintendent, which has been referred to this Division:

Columbus, Ohio, January 5, 1899.

Mr. J. H. Glover,
Superintendent, Newark, Ohio.

Dear Sir: I beg leave to return herewith all papers received, with your favor December 22, file 37084, covering correspondence with Supt. Berry, of the Columbus Car Service Association, and Agent Fairchild, regarding extra switching on certain cars received in B. & O. yards, Columbus.

There are some phases of this question which I think deserve consideration by the Central Association of Railroad Officers. In my mind, the rules for handling of reconsigned

cars at Columbus are not equitable, if the construction placed upon the rules at present is as intended by the makers.

For instance, take cars that come into our yards (we have no outside yards as the Pan Handle, C. S. & H. and N. & W.) and are held in our yards until we can collect freight charges, the party to whom consigned having no freight credit with us. The ruling at present is that on such cars, when the freight is paid and the cars ordered placed by the consignees, \$1.00 for extra switching must be charged. The Wilson car (B. & O. 30868), as cited in the attached papers, covers a case of this kind. Is it your opinion that we can justly and legally collect this \$1.00 extra switching when a car of this kind is placed? We have made no delivery, and the delay in placing would be covered by demurrage rules. Of course, if the freight had been paid and the car placed, and then the consignee had requested another placing, the \$1.00 extra switching would be correct.

Another instance: take cars coming into our yards consigned and billed to parties who have sidings on the tracks of connecting lines, but who have no freight credit with us; the ruling is that on these cars, when they arrive in the yard and are held by us until we can collect our freight charges, they must pay \$1.00 extra when switched to connecting line for delivery to the destination, as covered by our bill of lading and billing. Do you think this is proper and legal? In my mind, a consignee could force us, under our bill of lading, to place the car at the delivery contracted for without the payment of any extra reconsignment charge.

Another instance: take shipments billed to order, which come into our yard, but as the bill of lading has not shown up through bank, consignee can not get car until they receive the bill of lading through bank and surrender to us. Do you think we can collect \$1.00 extra switching on these cars after the bill of lading is presented?

These are three phases of this question which have come to my attention, and I think should be settled once and for all. In my mind, the rules were intended that where a car was

placed in compliance with an order from the consignee, or at a point satisfactory to him, then if he requested an extra movement of the car to secure another delivery, that the extra switching would be charged, and that the rules were not intended to cover cars received in our yards and not actually placed.

Yours truly,

(Signed) O. A. CONSTANS,

D. F. A.

Mr. Connors: I move that the communication be received and the points at issue be submitted to a Committee of three, appointed by the Chair, to consider and report their views to this Association at their next meeting.

Seconded by Mr. Glover. Chair appointed Messrs. Connors, Riton and Nelson.

Secretary: I have a communication from the Secretary of the Central Association, asking as to how many bound copies of the minutes for 1898 the members of this Division desire.

Mr. Connors: I move that the Secretary canvass the field, asking each road as to whether or not they want a copy.

Seconded by Mr. Rickert. Carried.

Ninth annual report of the Superintendent of the Columbus Car Service Association was read. Report showed:

5.7 percent increase in expenses.		
20.5 percent decrease in refunders.		
22.6 percent increase in collections.		
Refunders, 20 percent of collections.		
Expenses, 72 percent	"	"
Profit, 8 percent	"	"

Mr. Glover: I move that the report be accepted.

Seconded by Mr. Connors. Motion carried.

Bill of the Central Association, amounting to \$12.52, was ordered paid.

Election of Officers.

Following officers were elected for the year 1899:

President, Mr. T. J. English.

First Vice-President, Mr. J. H. Glover.

Second Vice-President, Mr. V. A. Riton.

Secretary-Treasurer, Mr. J. D. Berry.

Members Executive Committee, Mr. M. S. Connors, Mr. G. H. Kimball.

Mr. Connors: I desire to offer a resolution that the thanks of this Association be extended to the retiring President for his services during the past year, and to commend to the careful consideration of his successor the record of the retiring President for promptness as to his presence in directing the affairs of our Association.

Seconded by Mr. Nelson. Carried.

On motion, duly seconded, meeting adjourned at 3:45 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, January 9, 1899.**

Meeting called to order at 2:00 p. m.

The President being absent, the meeting was called to order by the Secretary, and on motion Mr. Sutherland was elected President pro tem.

The following lines were represented:

Ann Arbor R. R.	MR. M. D. FOHEY	Trainmaster.
C. H. & D. Ry.	MR. S. B. FLOETER	Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Supt.
“ “	MR. THOS. R. LIMER	C. S. A.
F. & P. M. R. R.	MR. W. D. TRUMP	Gen'l Supt.
“ “	MR. T. J. HATSWELL	M. M.
L. S. & M. S. Ry.	MR. A. H. SMITH	Supt.
M. C. R. R.	MR. D. S. SUTHERLAND	Supt.
T. & O. C. Ry.	MR. T. F. WHITTELSEY	Gen'l Supt.
T. St. L. & K. C. Ry.	MR. J. W. SHERWOOD	Gen'l Supt.
W. & L. E. Ry.	*MR. F. J. STOUT	Supt.

*Represented by Mr. W. P. Schaufele.

Reading of minutes of previous meeting was dispensed with.

Schedule of Prices for Transferring Cars.

The Secretary submitted revised schedule prepared by the Local Freight Agents' Association, also a communication from Mr. Smith, suggesting certain changes in prices submitted.

Mr. Smith: I move that the Secretary be instructed to take the matter up further with the Agents' Association and submit the prices we have suggested and further report made at next meeting.

Seconded by Mr. Whittelsey and carried.

Delay to Cars Containing So-Called Package Freight.

The Secretary read statement of package freight reported by all roads for the months of November and December, showing 600 cars, with a total average delay of 4 5-6 days for November, and 537 cars, with a total average delay of 4 1-5 days for December.

Receiving Freight at Houses after the Closing Hour, 5:30 p. m.

The Secretary reported that he had not found any violation of the rule relative to closing freight houses for receipt of package freight at 5:30 p. m.

On motion the reports were ordered received.

Daly per Diem System.

On invitation, Mr. Thos. R. Limer, Car Service Agent of the C. H. V. & T. Ry., gave an interesting talk on the subject of the Daly Per Diem System, quoting statistics showing an increased mileage and earnings on freight cars of the roads using this system over that using the old system. After a discussion of the subject pro and con by Messrs. Sutherland, Trump, Connors, Smith, Whittelsey, Limer and Schaufele, on motion a vote of thanks was extended to Mr. Limer.

Mr. Smith: In view of the fact that the election of officers takes place today, I would move that the discussion on circular letter of Mr. Besler be postponed.

Seconded by Mr. Connors and carried.

Election of Officers.

The election of officers resulted as follows:

Mr. A. H. Smith, President; Mr. J. W. Sherwood, Vice-President; Mr. Wm. Grogan, Secretary-Treasurer.

Interchange Car Inspection Standing Committee.

The following were elected members of the Standing Committee on Interchange Car Inspection:

Messrs. T. F. Whittelsey, W. H. Potter, C. H. Cory, T. J. Hatswell, Ed. Bronner and J. B. Braden.

On motion adjourned to meet Monday, February 13, 1899.

Car Service Meeting.

Mr. A. H. Smith presiding.

The Chair stated that the first business would be the election of an Executive Committee.

The following gentlemen were elected:

Messrs. W. H. Potter, T. F. Whittelsey, F. J. Stout, W. F. Bradley and A. H. Smith.

Mr. Sutherland offered the following:

Resolved, That in all cases of requests for cancellation of car service charges, except those the rules provide the manager shall handle, the same shall be referred to the controlling officer of the railroad at interest for his approval.

Seconded by Mr. Trump and carried.

On motion the manager was authorized to procure 100 copies of pamphlets of legal decisions in car service cases.

On motion adjourned to meet Monday, February 13, 1899.

D. S. SUTHERLAND,

President pro tem.

WM. GROGAN,

Secretary.

PEORIA DIVISION.

Peoria, Illinois, January 13, 1899.

Mr. O. G. Fetter,
Secy. Central Ass'n of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: The responses to the call for our meeting on the 10th inst. indicated that there would probably be no quorum, and the members were therefore notified that the meeting was declared off.

Yours truly,
A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, January 13, 1899.

Meeting called to order at 11:15 a. m., with President
Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. . MR. W. G. BAYLEY Supt.
C. & A. R. R. Not represented.
C. B. & Q. R. R. . . . MR. W. G. BESLER Supt.
 " MR. W. S. GLOVER Chief Disp.
B. & O. S-W. Ry. . . . MR. H. C. BARNARD Supt.
 " MR. G. H. GROCE Supt. Tel.
Ill. Central R.R. Not represented.
L. E. & St. L. Ry. . . . Not represented.
L. & N. R. R. MR. W. S. McCHESNEY JR. Term. Supt.
 " MR. W. S. MARTIN Supt.
Mo. Pac. Ry. Not represented.
M. K. & T. Ry. MR. C. H. DENT Agent.
St. L. C. & St. P., and
 C. P. & St. L. R. R. Not represented.
St. L. K. C. & C. Ry . . Not represented.
St. L. K. & N-W. R. R. MR. A. T. PERKINS Supt. Term.
St. L. P. & N. Ry . . . Not represented.
St. L. Transfer Co. . . MR. W. G. BESLER.

St. L. & S. F. Ry. . . .	MR. A. J. DAVIDSON	Supt. Trans.
“	MR. J. H. MACE	Supt. Term.
Term. R. R. Ass'n. . . .	MR. E. DUNLOP	Supt.
“	MR. F. X. ROEDERER	Agent.
T. St. L. & K. C. Ry . .	MR. L. T. WESTRICH	Supt.
“	MR. G. M. HARRIS	Chief Disp.
T. H. & I. R. R.	MR. O. E. RAIDY	Trainmaster.
Wabash R. R.	MR. J. A. HEETHER	Trainmaster.
“	MR. J. A. ROEDERER	Agent.
Wiggins Ferry Co. . . .	MR. G. L. SANDS	Manager.
National Stock Yards .	MR. W. G. BESLER.	

President: If there are no objections the printed proceedings of the last meeting will stand approved.

Under the head of Unfinished Business we have a Committee on Drip Valves on Refrigerator Cars, of which Mr. C. B. Adams is Chairman, Messrs. Bayley and McCourt the other members. Is the Committee ready to report?

Mr. Bayley: I have not heard from the Chairman, hence presume there is no report ready.

President: In the absence of the Chairman, unless there is some objection, the matter will be allowed to go over.

Another Committee we have is on the Schedule of Rates for Transferring Carload Freight, of which Messrs. Barnard, McCourt and myself are members.

At the November meeting your Committee reported that it was unable to prepare a schedule of rates which it believed would be adopted by all the roads, owing to differences and conditions of various kinds, and your Committee outlined just what those difficulties were. The practices found on the various roads were also referred to. That report was accepted, but the Committee was instructed to continue and prepare a schedule for payment of this work. The Committee has had a number of meetings, and has prepared a schedule which appears to the members of the Committee fair rates for transferring the different commodities which we found had to be transferred. The

Committee, however, appreciates that all of these rates probably can not be adopted by any one road; in fact, the members themselves feel that in some instances they might not get the work done at the rates named, but as a whole they seem to be proper, towards which we should work, and the schedule as recommended by the Committee is submitted for your consideration and action. Mr. Barnard, have you anything to say further?

Mr. Barnard: I have nothing further to say, except on the line of the Chairman's remarks. As stated, I do not believe this schedule will fit all the conditions on both sides of the river, but as a basis to work on about as near as we are able to submit, and if adopted, with some amendments, of course, I believe it would answer the purpose much better than the system we now work under, as we are now paying all kinds of rates.

President: The matter is now before the meeting for discussion and such action as you may wish to take.

Following is the Committee's report:

Proposed Schedule of Rates for Transferring Carload Freight at St. Louis and East St. Louis, Compiled by Committee of St. Louis Division, Central Association of Railroad Officers.

Class A	8 cents per ton.
" B	6 " " "
" C	5 " " "
" D	4 " " "
" E	3 " " "

Agricultural implements	A	Brick, common or fire	B
Axles, car	B	Bolsters	B
Axles, wagon	C	Bones, in bulk	B
Apples, in bulk	C	Bran, bulk (level tracks)	B
Asphaltum, in barrels	D	Bottles, boxed	C
Alum, in barrels	D	Bagging, in bales	C
Ash, soda, in barrels	D	Beans, in sacks	C
Apples, in barrels	D	Bran, in sacks	C
Boilers	A	Blacking, in boxes	C
Brick, pressed	A	Blacking, in barrels	D

Beans, in barrels	D	Iron ore	C
Bran, bulk (high and low tracks)	D	Iron pipe	D
Coal, in box or stock cars	B	Iron, pig	A
Coke	B	Lumber, dressed	A
Cinders, mill	B	Logs	A
Carboys, empty	B	Lime, in bulk	B
Clay, bulk, in box or stock cars	B	Lumber, rough	B
Cement, in sacks	C	Lath	B
Clay, bulk, in gondola cars	C	Lead, in boxes	C
Coal, in gondola cars	C	Lead, white, in kegs	C
Cartridges, in boxes	C	Lard, in boxes	C
Canned goods, boxed	C	Lime, in sacks	C
Carbons, in boxes or barrels	C	Leather	C
Copper, in barrels	C	Lead, pig	D
Cotton	C	Lard, in barrels or casks	D
Cottonseed meal, in sacks	C	Links and pins	D
Cornmeal, in sacks	C	Lime, in barrels	D
Coffee, in sacks or boxes	C	Machinery	A
Clay, in barrels	D	Middlings and mill feed, in bulk (level track)	B
Cement, in barrels	D	Melons	B
Cornmeal, in barrels	D	Malt, in sacks	C
Drain tile	A	Matting, in bales	C
Dry goods, in boxes or bales	C	Middlings and mill feed, in sacks	C
Earthenware, in boxes	B	Middlings and mill feed, in bulk (high and low tracks)	D
Extracts, in boxes	C	Molasses, in barrels	D
Earthenware, in crates and barrels	C	Nails, in boxes	C
Earthpaint, in boxes	D	Nails, spikes and staples, in kegs	D
Extracts, in barrels	D	Nuts and bolts, in kegs	D
Earthpaint, in barrels	D	Oranges and lemons	B
Furniture	A	Oats, in bulk (level tracks)	B
Fullers earth, in bulk	B	Ore, in boxes	C
Fertilizer, in bulk	B	Ore, bulk, in gondola cars	C
Forgings	B	Oil cake, in sacks	C
Fullers earth, in sacks	C	Oil, in boxes	C
Flour, in sacks or boxes	C	Oatmeal, in boxes or sacks	C
Flax, in bales	C	Oil, in barrels	D
Fertilizer, in sacks	C	Oatmeal, in barrels	D
Fullers earth, in barrels	D	Oats, in bulk (high and low tracks), D	
Flour, in barrels	D	Poles, telegraph or telephone (on one or two cars)	A
Grain (except oats), in bulk (level tracks)	D	Piling	A
Glucose, in barrels	D	Posts, fence	B
Grease, in barrels	D	Powder, in kegs	B
Grain (except oats), in bulk (high and low tracks)	E	Potatoes, in bulk	B
Household goods	A	Plaster, in sacks	C
Hides, dry	B	Pickles, in boxes	C
Hoops	B	Pork, in boxes	C
Heading	B	Peanuts, in sacks	C
Hides, green	C	Paint, in boxes	C
Hay, baled	C	Potatoes, in sacks	C
Iron, bridge and structural	A	Paper, in bales or bundles	C
Iron, band, boiler, mill and sheet	B	Paper stock, in bales	C
Iron, bar	C	Peas, in sacks	C
Iron, small scrap	C		

Plaster, in barrels	D	Sisal	C
Pickles, in barrels or kegs	D	Spokes	C
Putty, in barrels or kegs	D	Ship stuff, in sacks	C
Pork, in barrels	D	Seed, in sacks or boxes	C
Paint, in barrels	D	Sand, in bulk (level tracks)	C
Potatoes, in barrels	D	Shoes, horse, in bulk or kegs	C
Peas, in barrels	D	Splices, T rail	C
Rope	C	Sugar, in barrels	D
Rice, in sacks	C	Salt, in barrels	D
Rags, in bales	C	Soap, in barrels	D
Reels, empty	C	Spelter	D
Rice, in barrels	D	Screenings, bulk (high and low tracks)	D
Stoves	A	Stone, rough, under 100 pounds	D
Steel rails	A	Ship stuff, bulk (high and low tracks)	D
Scrapers	A	Sand, in bulk (high and low tracks), E	
Shingles	B	Timbers, on one or more cars	A
Sewer-pipe, under 6 inches	B	Tobacco, in boxes	C
Slag	B	Tin plate, in boxes	C
Salt, bulk	B	Ties, cotton	C
Screenings, bulk (level tracks)	B	Ties, railroad	C
Steel, sheet	B	Twine, in bales	C
Shooks	B	Tobacco, in hogsheads	D
Stone, over 100 pounds	B	Tallow, in barrels	D
Ship stuff, bulk (level tracks)	B	Vehicles	A
Seed, in bulk	B	Vinegar, in barrels	D
Sewer-pipe, 6 inches or over	C	Wheels, car	A
Sugar, in sacks or boxes	C	Wheels, wagon	B
Salt, in sacks	C	Wire	C
Soap, in boxes	C	Wire cloth	C
Shorts, in sacks	C	Wagon wood	C
Screenings, in sacks	C	Whiskey, barrels	D
Steel, bar	C		
Saddle-trees	C		

A. T. PERKINS, Chairman,
H. C. BARNARD,
H. McCOURT.

Mr. Heether: I had the matter up with our agent, Mr. Roederer, and he states that the rates as he understands them are not in accord with those he is now paying; in other words, he can not get the work done at the figures proposed; therefore the Wabash will have to ask for further time to consider the schedule.

Mr. McChesney: Do I understand that it obligates the roads to adhere to this schedule?

President: The Committee does not understand that these

rates would have to be put in force by every line; in fact, the previous report of the Committee stated that it did not believe that any schedule could be made that would cover the conditions in effect on all lines, but were ordered to make a schedule which it thought fair, to be used as a guidance, and with which they could harmonize their rates.

Mr. McChesney: That leaves the question open for each road to pay what in their judgment they thought best?

President: Yes, as I understand, the schedule, if accepted by the Association, would be published as a schedule which in the opinion of this Association was a fair one to work towards.

The motion referring the matter back to the Committee was made by Mr. Besler. Perhaps he has some remarks to make on the subject.

Mr. Besler: The schedule submitted by the Committee, it occurs to me, is about all that we could ask the Committee to submit; it gives us a basis to work on, and the criticisms seem to be on the safe side, namely, that the figures are a little low. If for any reason we can not get the work done as low as the Committee recommends, of course we will have to pay the next higher rate. That would be a matter to be taken care of by each line. I believe we can take the schedule and have it entered in our minutes as the schedule to which the lines in St. Louis and East St. Louis will try to work and use as a basis for this class of service.

Mr. McChesney: So far as the L. & N. goes, we would be willing to adopt the schedule and get the work done according to the figures named. I haven't given the matter much thought, as I looked over the schedule and submitted it to our agent, who comes in closer contact than I do, and as yet he has not reported, hence I do not know how the different articles would be affected. I note grain is put in Class D, 4 cents a ton. That would be on an average of 80 cents a car.

Mr. Barnard: There are about 25 tons average to a car.

Mr. McChesney: That would be a dollar. Is there anyone here that has grain transferred at that price?

President: I haven't the list here, but there were several roads whose prices were just about that.

Mr. McChesney: There are two schedules for transferring, as I understand it, on the level and depressed tracks. What is the difference in the charges on the level and depressed tracks?

Mr. Barnard: On the level, \$1.25; depressed, \$1.00.

Mr. McChesney: We have never yet made a distinction between cars of different capacity; so much per car, \$1.25 on level. This puts it on a tonnage basis, and there are lots of cars that haven't 25 tons; we get lots of cars that only have about 16 tons, say 20 tons, that would be 40,000 pounds; the average would be not to exceed 20 tons.

Mr. Besler: Before we had the high and low tracks put in we had a man who transferred our grain, and we paid him so much per car. He agreed to transfer for 75 cents per car if we put in depressed track, and he did it for a while at that rate, and then we had to pay \$1.00, as he could not make anything out of it, but we did do it for 75 cents for a while, regardless of the capacity of the car.

President: The greater part of the rates we have provided for approximate pretty nearly to the same rates that are in effect. The Committee was of the opinion that by paying by the ton we could get work done at a little lower figure than paying any other way. If a man transfers Class A he knows he is going to get 8 cents a ton.

Mr. Besler: On this subject of 4 cents per ton for freight. We recently transferred our car basis into tonnage basis and computed to see the figures, and find that for the month they were a little over 4 cents, taking in all sorts of freight.

Mr. McChesney: That included grain?

Mr. Besler: Grain, sugar, coal—everything we transferred.

Mr. McChesney: The L. & N. is willing to adopt this schedule, and in order to get it before the meeting I move that the report of the Committee be adopted. I think if adopted by this Association that there should be an understanding that all prices be lived up to by the roads. So far as it affects us, it

would be a reduction in the prices we are paying, and I move that the Committee's report be adopted.

Mr. Besler: Action of the Association of course is optional with any member whether he will be governed by the action of the Association at large, and while we may adopt this schedule, we can not enforce it. It is optional with them to do so. I believe we should adopt it with the understanding we will do our best to live up to it.

Mr. McChesney: Do you make that as an amendment?

Mr. Besler: Simply as a discussion.

President: The Committee of course expected and invites criticisms. There may be a great difference of opinion on the report. We spent a good deal of time in discussing the matter, and we arrived at the figures proposed after considerable thought.

Mr. Bayley: I got this schedule on Wednesday. I have not had an opportunity to go through it as I should like to. I asked our East St. Louis agent to confer with me this morning, but our train was late, and I found no chance to discuss it with him. I therefore am not prepared to vote on it. If the other members are ready, however, I do not like to defer action. The expression that the schedule would not be adhered to I do not like. My idea was that the Committee was to make a schedule to be adhered to by all lines. The same condition would exist as now; for instance, we transfer some of our freight at a low rate, and we think we transfer grain at a low rate, but we have recently had trouble because of other roads paying higher rates. If these rates are not to be lived up to by every road, the schedule does not amount to anything. I would hesitate to vote on this matter today.

Mr. Davidson: I believe each member of the Association, if the report of the Committee is adopted, should comply with it so far as they can. I notice one item in particular of which we handle a great deal—rails, classed under A. That would cost us \$2.40. We transfer the same for \$1.50 now. In going over the list there are some other commodities I find which

would increase our expense if we complied with the scheduled price. I am in favor of complying with it so long as it does not increase expenses, but if possible to handle our business at a less amount, I think we should take advantage of it.

Mr. Bayley: I agree with Mr. Davidson. If he can get it done for less, I think it is all right.

Mr. McChesney: I understand we are only fixing the maximum rate.

Mr. Bayley: Suppose you could not get it done at the price named; your only recourse would be to do it yourself at a greater cost perhaps.

Mr. McChesney: If we all adopt the same schedule of rates we can certainly have the work done at same rates, but we can not transfer in our yard freight at four cents if Mr. Besler is paying five; therefore, to make the schedule of any value, we should adopt rates fixed at a maximum, and we should not pay a higher rate. If this schedule is adopted it would reduce our expenses.

Mr. Davidson: I understand furniture is classed under the head of A. I do not believe it is possible to get a car of furniture or vehicles transferred for 80 cents per car.

President: I do it.

Mr. Raidy: You say you get it done for this amount?

President: Yes, sir. It may be when it comes to actual work they will be paid poorly on one class but better on another. The conditions vary. Some cars of furniture can be transferred very easily and quickly; others would take longer.

Mr. Westrich: Is it not possible that we would be imposing a hardship on some roads, inasmuch as some roads have better facilities? Take the Frisco Line on the matter of rails, as pointed out by Mr. Davidson.

President: For that reason the Committee reported that it did not believe a schedule could be adopted to fit all cases.

Mr. Davidson: Have you transferred furniture cars of vehicles?

President: Only a few.

Mr. Davidson: You transfer on a tonnage rate?

President: Entirely. The rates we pay are 8, 6 and 5 cents. We haven't a 4-cent rate.

Mr. Raidy: On our road the matter is left entirely with our freight agents at the different points, and I presume the Committee consulted the freight agents; if not, I believe if this was done they could submit a schedule that each road would be glad to adopt and stand by. We don't transfer much on the Vandalia except grain and cotton. Take the first item of the schedule, agricultural implements; if that car was loaded by one of our firms it would take an expert to get it into two cars, and I know of two occasions where we transferred a 36-foot flat car and it took two P. R. R. flat cars to load it on.

President: The matter was taken up with the agents and referred back to this Committee.

Mr. Sands: I judge many of the lines represented are handling this business by contract now.

President: About four fifths of them are. About three roads on the east side are paying for their labor by the hour, 12½ cents per hour.

Mr. Bayley: This schedule will not affect the Big Four very much, as we handle this class of work with our own men.

President: That is just one of the points the proposed schedule was to cover. Several roads do their transferring with their own men, and the question was whether these men should be paid 12½ cents per hour or paid for the number of tons transferred. Our men are paid so much per ton for transferring. They are just as much employees of the company as our other laborers, but they are paid for by the ton of work performed.

Mr. Sands: Is there a standard basis of wages? My understanding is that some lines pay one price and some another. Some of the other lines will be able to have the work done for less, therefore I believe we will be in the end just where we started in, except we will have a schedule for a guidance. I haven't had an opportunity to go over it thoroughly, but it

strikes me a good idea would be to postpone the matter until next meeting.

President: The final meeting of the Committee was not held until last Monday evening. The report was then mimeographed on Tuesday, and mailed that evening.

Mr. Heether: Is there a motion before the house?

President: None that has been seconded.

Mr. McChesney: I move you that the report of the Committee on Schedule of Transferring Freight be laid on the table for consideration at our next meeting.

Mr. Heether: Seconded.

President: It is moved and seconded that the report of the Committee on Rates for Transferring Carload Freight be accepted, and action on the adoption of the rates covered by the report deferred until next meeting.

Mr. Raidy: Would it not be just as well to add "and the Committee be discharged"? They have made a good effort.

President: The Committee would have a distinct feeling of relief to be discharged.

Mr. McChesney: My motion was practically an acceptance of the report.

President: That will be added, the motion now reading, "It is moved and seconded that the report of the Committee on Rates for Transferring Carload Freight be accepted, and action on the adoption of the rates covered by the report deferred until next meeting, and that the Committee be discharged."

Carried.

President: The only other Committee is the Committee on Car Service at East St. Louis. No member of that Committee is present. I understand, however, that conditions have not changed since last meeting, although there is possibility of their changing at some time, so that the Committee will be continued.

Mr. Raidy: I would like to ask if you have any report from the Committee.

President: None since the report made by them in November. The Secretary will read such correspondence as he has.

Secretary: I have a letter from Secretary Fetter, referred to the St. Louis Division, enclosing a communication from Mr. J. R. Cavanagh, reading as follows:

"I recommend that you present to the other Divisions of our Association the rules on switch cars, as printed on pages 502 and 503 of the Cincinnati Division of the November proceedings, as amended and adopted at Cincinnati last Tuesday (pages 581 and 582), with request that those Divisions modify them to meet local conditions on their Divisions, and adopt same, so that all Divisions of the Association will be working practically under same rules.
(Signed) J. R. CAVANAGH."

President: This is all the correspondence the Secretary has. I will say this Association has already adopted a rate for switch cars, but of course the matter is open for discussion or change.

Mr. Barnard: I move that the subject referred to by Mr. Cavanagh be referred to a Committee for a report.

Mr. Bayley: Seconded.

President: I appoint Messrs. Barnard, Besler and McChesney on that committee.

No further business appearing, the meeting adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., January 11, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR	Supt. Ter.
C. & A. R. R.....	MR. M. SHEEHAN.....	Trainmaster.
C. R. I. & P. Ry.....	MR. W. H. STILLWELL..	A. G. Supt.
“	MR. C. W. JONES.....	Supt.
“	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH	Asst. Supt.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL ...	Supt.
“ “	MR. W. H. CHURCHILL..	Ass't T. M.
C. M. & St. P. R. R....	MR. E. D. WRIGHT.....	Supt.
M. K. & T. Ry.....	(Not represented.)	
C. G. W. Ry.....	(Not represented.)	
St. L. & S. F. R. R.	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. G. M. HOHL	Supt.
“ “	MR. E. G. FISH	Asst. Supt.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	(Not represented.)	
Wabash R. R.....	MR. JAS. LAUGHLIN	Trainmaster.
K. C. N. W. R. R.....	MR. R. P. ISITT.....	Agent.
K. C. P. & G. R. R....	MR. C. N. ATKINSON...	Car. Ser. Agt.

K. C. Belt Rv.....(Not represented.)

Union Depot Co.....(Not represented.)

VISITORS: Mr. J. R. Wentworth, Supt. Car Service Mo. Pac. Ry.; Mr. E. M. Collins, Supt. Car Service M. K. & T. Ry.; Mr. A. P. Hall, Supt. St. Joseph Terminal R. R.; Mr. E. E. Mote, Manager Mo. Val. Car Service Association.

Unless there are objections, the minutes of the last meeting, as printed in the proceedings, will stand approved.

President: Starting out with the new year, I have thought it proper to make a few remarks. You will notice in looking over the proceedings for the past two or three months that there has been some renewed activity in the Divisions of the Central Association, and the President, Mr. Besler, has urged upon all the Divisions the desirability of coming to the meetings prepared to discuss the various questions before them. I am solicitous that this year of the Association may be one of the best, one in which we may accomplish good results, and that we will not be found lagging behind the other Divisions. It seems that all of the members are now taking a lively interest in the Association, and we will be placed in comparison with the other Divisions.

There is one thing that I would like to mention, and that is that in the past there has been a good deal of cross-firing between the members during lively discussion, and the Secretary has been unable to take down all that was said. I don't like to make any adverse criticism, but I believe that it would be a good idea if those who are talking on any subject will rise and be recognized by the Chair. The Secretary has complained a number of times about his inability to get what was being said on account of several talking at once.

President: Is there any unfinished business?

Secretary: The question of grain doors in cars delivered to connecting lines for shipment, which was brought up by Mr. Welch at the November meeting and carried over to the De-

ember meeting, was laid over until this meeting on account of Mr. Welch not being present at the last meeting.

Mr. Mitchell: I move that the subject be laid on the table indefinitely, to be taken up at any time Mr. Welch sees fit to be present and bring it up.

The motion was seconded and carried.

President: Reading of correspondence.

The Secretary read letter from Secretary Fetter in regard to index of proceedings for the year 1898, and number of bound copies of the proceedings required. On motion the Secretary was instructed to furnish the index, and to request one copy of the bound proceedings.

The Secretary read circular letter from Secretary Fetter, with copy of letter from Mr. J. R. Cavanagh, recommending that other Divisions take up the question of adopting the rules of the Cincinnati Division on switch cars, as printed on pages 581 and 582 of the December proceedings.

President: So far as I see, the rules are similar to those already in effect at Kansas City.

Mr. Mitchell: I move that the subject be referred to a Committee to determine whether it would be well to recommend any change in our present rules, and that the Secretary write to the Cincinnati Division for sample of the card referred to in Rule 2.

The motion was seconded and carried.

President: I will appoint on that Committee Mr. Starr as Chairman, Mr. Fish and Mr. Churchill.

President: Reports of Committees. Is the Committee on the brass-stealing question ready to report?

Mr. Mitchell: Mr. Rider, Chairman of the Committee, is absent. Mr. Stevenson, who, with Mr. Rider and myself, formed the Committee, having gone to the Suburban Belt Railroad, which is not a member of this Association, Mr. Rider requested me to make report for the Committee. Mr. Rider took the matter up with Messrs. Pratt, Dana & Black, Attorneys, for their opinion as to the propriety of trying to obtain

some legislation looking to a better law on the subject of punishing people for stealing brasses. Their reply is as follows:

Kansas City, Mo., December 1, 1898.

D. W. Rider, Esq.,

Supt. Kansas City Belt Ry. Co.

Dear Sir: Referring to the attached papers and replying to yours of November 22, in regard to the proposed legislation to prevent or punish persons for stealing brasses from railroad cars. There is no special statute, so far as we know, in Missouri to prevent or punish the stealing of railroad brasses. This crime, or misdemeanor, is covered by the general laws of the state for larceny. The only advantage, as we understand it, that could arise from such legislation, if such legislation were constitutional, would be to convert such misdemeanor into a felony. We do not think any special law passed to cover this case would be constitutional. The present law in the State of Missouri would make the stealing of railroad brasses of value less than \$30.00 a mere misdemeanor. Of course, if enough brasses were stolen to exceed the value of \$30.00, it would be a felony, and would subject the offender to imprisonment in the penitentiary. We have not a copy of the Kansas and Illinois statutes at hand. If you will send us a copy of the proceedings of the Central Association of Railroad Officers for 1898, which contains the aforesaid statute, we will examine into the question closely and advise you whether or not you should, in our opinion, undertake to have the Missouri Legislature pass a statute similar to the Ohio, Kansas and Illinois statutes provided in such cases.

Yours truly,

(Signed) PRATT, DANA & BLACK.

In view of what these attorneys say, Mr. Rider and myself thought that perhaps it would be best for our Association to drop the matter. And it has been my experience in dealing with questions of this kind that it is rather hard to secure convictions in cases in which the punishment is very severe. It seems to me that if the present laws were sufficiently enforced

that it would be sufficient. Shortly after this matter was referred to the Committee I had a conversation with Captain Chester, our special agent, on the subject, and he told me that this same matter was in the hands of a Committee that was appointed by the Railway Special Agents' Association at the meeting in May, 1897, and continued at their June meeting, 1898, and I believe that Committee still has the matter in hand. It seems to me that it can accomplish more than a Committee of this Association could.

If what I have said is concurred in by the Association, this Committee would like to be discharged.

Mr. Starr: I move that the report of the Committee be accepted and the Committee discharged.

Motion was seconded and carried.

President: Those of you who have read the proceedings of the last meeting have noticed a letter from Mr. W. G. Besler, President of the Association, on the subject of having some topic for discussion at each meeting. I believe it would be a good idea to have this letter read in open session, and if there is no objection, will ask the Secretary to read it.

The Secretary read Mr. Besler's letter, as printed in the December proceedings.

President: I feel like endorsing all that Mr. Besler has said and exhorting you to carry out his wishes in the matter.

We were to have had two papers presented at this meeting, one by Mr. W. L. Stevenson, formerly with the Chicago & Alton, who has recently taken service with a line which is not a member of this Association, and I presume he has been so taken up with his new duties that he has not been able to present his paper. He might have given us the paper, although he is not a member, as long as it was prepared while he was a member.

The other paper was volunteered by Mr. Mulhern, but I find that he is not present today, which leaves us without a topic for discussion.

Mr. Besler, you will see, in his circular letter asks that all the members of all the Divisions communicate with the Executive Committee, proposing subjects they would like to have brought up for discussion. There is one which has been the subject of considerable comment in this western country for the past couple of years, and that is the handling of freight trains partially equipped with air, and more particularly the system that is in vogue on the Rock Island. I will say that I took advantage of Mr. Besler's suggestion, and wrote him, requesting that the paper by Mr. C. L. Nichols, which was read before the Annual Meeting of the Central Association at Detroit in 1897, be made a subject for discussion by all the Divisions. The Rock Island is either right or wrong in its position. If they are right, the other roads ought to get on the bandwagon. If they are wrong, they must be making a big mistake. Their method of handling trains is radically different from most of the lines in this part of the country, and if we are to take the testimony of the Rock Island officials, it has proven a great success. I am in hopes that this will be the subject for discussion at the next meeting.

President: Is there any new business?

Mr. Starr: Mr. W. L. Stevenson has expressed his intention of applying for membership in this Association, and I would move that the Kansas City Suburban Belt Railroad be invited to join the Association.

The motion was seconded and carried.

Mr. Atkinson: I would like to bring up the question of transfer of lumber at Kansas City. Under the rules of the Association now, cars loaded with dressed lumber are nontransferable. About thirty-four percent of the business we bring into Kansas City is lumber. There is hardly a car which does not contain a small amount of dressed lumber; that is, dressed simply on one side. The lines decline to transfer it, and our people thought that some arrangement might be made that the rule would be modified to a certain extent, and speak a little more specifically what was meant by dressed lumber. As far

as we are concerned, out of fifty cars of lumber that come to Kansas City, forty of them will have a few pieces of lumber, dressed on one side, and the balance probably rough lumber which ought to be susceptible of transfer. We set the cars to connecting lines and make notation on waybill requiring transfer, but it isn't done once in a hundred times, as long as it can be called nontransferable on account of being dressed lumber. We believe that the rules should be so modified that lumber which can be transferred without damage should be transferred.

Mr. Fish: Who should be the judge? We prefer to transfer all lumber we can, but we make no pretensions of transferring dressed lumber.

Mr. Atkinson: We know of a great many instances where lumber that could have been transferred that happened to be loaded in thirty-four-foot cars was not transferred. We would like to see the rule worded so that any lumber that can be transferred without damage, anything except matched flooring and siding, and dressed lumber of this kind, should be transferred.

Mr. Starr: Our experience has been that any dressed lumber is damaged in transfer, even though it is only dressed on one side.

Mr. Atkinson: For instance, take a car of lumber that is loaded at the mill on a special order. There will be all kinds of lumber in it. There may be a small amount dressed, the balance is all rough lumber, and even the dressed lumber will be in such small quantity that it could undoubtedly be transferred without any loss if care is exercised in transfer. I understand that some of the shippers complain very bitterly about cars being transferred, but sometimes it is very desirable to transfer, and as the rule stands now it practically makes all lumber nontransferable.

Mr. Starr: I recall a case recently where your line gave us a car of lumber, probably four fifths of which was rough lumber, and the balance was three-quarter-inch poplar, dressed on one side. It would not only have been impracticable but dangerous to have transferred this car.

Mr. Isitt: We put all lumber, where transfer is requested, on the transfer track, and we would like to transfer it, but we have to let a good deal of it run on account of its being dressed lumber. When it gets on the transfer track our men go into it and take out part of the load, which is apparently rough lumber on top; whether it is put there to keep the cinders and dust off the dressed lumber I don't know, but very often after taking off two or three layers they find the balance dressed lumber, which is dangerous to transfer, and they have to put the part load back and have the car taken out.

It is a fact that in recent years the lumber business has changed a great deal. More orders are now filled direct from the mills that used to be filled by the lumber yards at intermediate points. There are two or three buildings in Kansas City filled with representatives of lumber companies who don't have a yard, but have men out in the country taking orders for lumber, and the shipments are ordered direct from the mills. There may be, and in many cases is, just about enough in one car to erect a certain building. The greater part of that may be rough lumber, but there is moulding and thin boards dressed on one side and dressed on both sides. You might transfer the boards all right, but they claim in doing that there is danger in splitting the boards. One of them will drop and get cracked, and that piece is wasted. The moulding and tongued and grooved stuff can not be transferred without damage.

As I stated, nearly all the cars are mixed shipments, and you can't tell what they contain until you get into them. When a car is on the transfer track it would be easier to complete the operation than to pull it out, because you have practically done all the work.

Mr. Fish: It is our experience that it is a difficult matter to transfer any car of lumber and reload it satisfactorily. The cars are loaded at the mills or yards by experienced handlers, and in transferring we frequently have difficulty in getting all of the lumber into another car of the same capacity. We of course can't expect to have men doing our transferring who have

had the same experience in handling lumber that the men who loaded it at the starting-point. We have had a great many claims for damage on account of poor loading, when I believe our men have done their very best to load it so as to avoid damage. We try and it is our aim to transfer all rough lumber that has been set to our line, but we frequently get into a car and find that what we supposed was a car of rough lumber contained a great deal of dressed lumber.

President: What action shall we take in the matter?

Mr. Atkinson: I don't think, Mr. Chairman, that it is absolutely necessary to take any action. I simply wish to call the attention of the Association to the matter, and let the members look into it and see what the results are, and, if necessary, take it up later. It is a question that means a great deal to our company from the fact that such a large percentage of our business is lumber. While we do not ask any modification of the rules by individual lines, at the same time there is a good deal of this lumber that we think might be transferred that is not transferred, and I thought that if the rules were slightly modified the case would be covered entirely. We don't ask to have any lumber transferred that would be injured in transferring, but feel that there is a great deal of this lumber that is coming to Kansas City and going to connecting lines that could be transferred without damage,—that is, this stuff that is simply dressed on one side.

Mr. Starr: I move that the matter be carried over until the next regular meeting for further discussion.

Seconded and carried.

There being no further business, the meeting adjourned.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

FEBRUARY.

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1899.

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DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "

Communications.

To the Officers and Members of the Central Association of Railroad Officers:

The interest in the work of our Association seems to be fully maintained, and in several of the Divisions a healthy revival in the way the improvement is begun. An impetus for better work is given us in the rehabilitation of the Louisville Division, which has been reorganized and admitted as a Division of our Association, increasing the number of Divisions to eight.

We should begin to consider the place of meeting for our next annual meeting, and each Division should begin to consider upon what subject it will undertake to prepare a paper to present to the annual meeting as its contribution toward the general fund. Each annual meeting, for several years past, has been an improvement over the preceding, and our members are beginning to feel that the annual meeting is not a "junketing" trip, where the meeting is made an excuse for a vacation, etc., but a matter of earnest business.

We should attempt to select such a place for the meeting as will enable the majority of our members to reach it by a one-night ride on the road, so that if but one day can be spent they can have at least a full day and return the following night; although we shall endeavor to have a full two days' session, with enough interesting matter for the entire time to take up all of our time. I wish the members would begin to think about this matter, and make their arrangements accordingly.

I wish to call especial attention to the second communica-

tion from Manager W. M. Prall, of the Central Car Service Association, on the topic "Bunching Cars—Responsibility." Our members will do well to carefully note these concise and pointed dissertations on a subject which finds an application in our every day practice, and I wish, therefore, to call your attention to this matter so that you may follow up what is given here, and which is to be continued in our future issues.

In accordance with arrangements promised in our January proceedings, we give below some topics on the subject of Station and Depot Ground improvement and decoration. These topics are outlined merely to give a general direction for the discussion which may follow in the various Divisions. It is not presumed that the topics cover all that might be brought out, but are only in a general way to cover some of the features which can be expanded. The reminiscences of first attempts at decoration, etc., will be interesting matter, while present efforts at improvement will be acceptable to many, and perhaps indicate what can and should be done in this direction by those who have not as yet had their attention called to the matter.

THE RAILROAD STATION.

1. Give brief account of your earliest recollection of an attempt at Station and Depot Grounds decoration.
2. Was it individual enterprise, or by order of the Railroad Company?
3. What is your Company doing now in the way of improving its Station buildings and grounds?
4. Have you issued or received any rules or instructions covering the matter looking to a regular or systematic line of procedure?
5. Give your idea of the best method or system for securing a general betterment in this direction:
 - (a.) With an appropriation made by company for express purpose of improvement.
 - (b.) Without an appropriation and only utilizing such

forces and material as are regularly allowed for operating purposes.

6. Through business originating at distant points where we have stationed soliciting and traveling agents is rushed through in solid express trains which make but few stops. Is such business influenced by any local station improvements?

7. Local business from non-competitive local stations is purely local, and such patrons do not linger about the station. Will there be any additional local patronage influenced by local improvements?

8. The public constructs for itself parks and improves its local surroundings. The railroads are a quasi public institution. Are there analagous reasons for similarity of action?

9. Where does there accrue to the railroad company the benefit of improving its property?

Respectfully submitted,

W. G. BESLER,
President.

CAR SERVICE NOTES.

Car Service Associations come in for their share of amusing as well as serious and perplexing situations. The following examples taken from actual experience will serve to entertain as well as convey a lesson, and perhaps give some information which may in time find an application.

Not further back than 1889, a coal dealer in a certain large city, who had detained a car for two months, was asked as a favor to unload it, as the owners were badly in need of it. He replied, "Why man! you talk about unloading coal such weather as this? Look at the sun shining. If it would turn cold, I would get that unloaded in less than a week."

Time wrings changes in the human mind.

In 1892, a business man in another city where Car Service rules were in force, delayed three cars so badly that they were sold for charges. The residue of the proceeds of the sale was

tendered the gentleman, but he declined to sign a receipt as settlement in full, and the money was retained. Being a Hebrew of the Hebrews, he took counsel with his business brethren of the same faith, many of whom were, at that time, endeavoring to defeat the railroads in their efforts to abolish excessive delays to cars. The result was a suit against the railroad company for "Conversion." Whether or not there was ever any intention of trying the case, is a question, since a Jew usually bluffs until small "docket fees" are about to be supplemented by "trial costs." So in this case the complainant appeared at the Car Service Manager's office a few days before the trial day, seeking a "compromise." He was ready to stand one fourth of the charge, raised his proposition to one third and afterwards to one half. No compromise was effected, and the interview was fruitless. The next day the complainant accidentally (?) met the Manager and increased his offer slightly. On being told that it was no use to be making propositions; that nothing short of a dismissal of the case and payment of the costs would be accepted, the gentleman gave vent to his feelings in the following language: "You will be sorry for this, I will try that case and I won't give you any court trial either; a jury of farmers! farmers!!" The Manager laid his hand on the Hebrew's shoulder and said: "That will do very well as far as it goes, but we will simply appeal the case to the Supreme Court, and when we get up there I don't believe we will find any farmers." The Jew called the next day, dismissed the case, and accepted the money, which had been withheld from him for more than a year.

As a sequel to this and other bouts with the Jewish business fraternity, the Manager of the Car Service Association was summoned to appear before the grand jury instantler, and bring with him the articles of incorporation of the (— —) Car Service Association. He obeyed, and the following dialogue took place:

Deputy Prosecutor (snappishly): "Do you mean to tell this grand jury that your Association is not organized for the purpose of getting money?"

Manager: "Yes, sir."

Dep. Pros.: "Well, don't you get any?"

Mgr.: "Yes, sir, there is considerable collected."

Dep. Pros.: "Well, what do you do with it? Throw it away, I suppose?"

Mgr.: "No, I presume, the Roads find use for it."

Dep. Pros.: "The Roads?"

Mgr.: "Yes, my office don't handle any of the money."

Dep. Pros.: "I understand, Sir, that you sold three cars belonging to — — — Company for these Car Service charges. Is that so?"

Mgr.: "Yes, sir."

Dep. Pros.: "Well, have you any legal right to do that?"

Mgr.: "That is for the courts to decide. They are deciding pretty generally that we have."

Dep. Pros.: "Well, is it not a fact, Sir, that you ordered — — Railroad to not deliver certain cars to — — Company?"

Mgr.: "Yes, sir."

Dep. Pros.: "What for?"

Mgr.: "Because they had not paid their charges."

Dep. Pros.: "I understand the freight had been paid on these cars."

Mgr.: "Yes, sir; but the Car Service charges had not."

Dep. Pros.: "Do you charge Car Service before the car has been delivered?"

Mgr.: "That depends: If the reason a car is not delivered is on account of the Railroad's inability to place it, NO. If on account of the consignee's inability to receive it, YES."

Dep. Pros.: "But I understand they were anxious for these cars. Why were they not placed?"

Mgr.: "Simply because you could not pile one car on top of another. Consignee's track was full."

Member of the Jury: "Explain that a little further."

Mgr.: "Well, suppose this firm's track holds five cars, and there are forty-five (45) in town for them. Must we hold the other forty (40) cars for nothing?"

Everything else which had been done of a firm or decisive nature, was next called up, and apparently satisfactorily answered.

Member of Jury: "I guess we are through with you."

Another Member: "I don't think we need any more lessons in Railroading."

One of the greatest difficulties to be overcome by Car Service Managers is the endorsement of the rules as reasonable, with an objection to the payment of the penalty on "principle."

In one of the large cities of the country, the objection to pay on "principle" led to the formation of a Protective Association for the purpose of combating the Car Service Association rules. Their final move being a formal complaint to the State Railroad Commission.

In accord with the usual procedure, the complainants and the representatives of the railroads, members of the Association, were cited to appear, and after the entering of the formal complaint, witnesses were examined, the plaintiffs by brief laying particular stress upon the burden upon their business, owing to the increased expense in the payment of the car service charges; therefore the petition to the Commission that they should intervene for their relief.

A sample of the cross-examination of one of the complainants is herewith submitted.

Q.—How many cars have you handled under car service rules since the first of the year?

A.—I don't know.

Q.—Can you approximate?

A.—Really, I don't think I can.

Q.—How much car service have you paid?

A.—I have forgotten.

Q.—Unable to approximate?

A.—I must say my memory fails me.

Q.—You are satisfied, however, that it added to the expense of carrying on your business?

A.—Yes, sir.

Q.—I have a statement here made by the Manager of the Car Service Association, showing the number of cars handled by your firm in each and every month since the beginning of the year, which shows for the first three months a total of 289 cars; is that right?

A.—Yes, about that number.

Q.—I also have a statement showing the amount of car service charged and collected. This shows for the three months \$3.00 charged, \$2.00 collected, \$1.00 refunded; is that right?

A.—If the Manager has made that statement, that must be about right.

Q.—Have you ever found him inaccurate in such statements?

A.—No, sir.

Q.—Then the total amount of car service practically paid by you during three months has been \$1.00?

A.—Yes, sir.

Q.—Has that added an additional burden to your business?

This last question was not answered; in fact, the witness left the stand with an embarrassed smile on his face, and all the complainants fully realized the absurdity of the position and today without exception are endorsers of the car service rules.

The following abstract from Annual Report of Manager Ashley J. Elliott, of the Illinois Car Service Association, is interesting and worthy of our close scrutiny. I do not believe that Superintendents generally are sufficiently well acquainted with Car Service rules and methods to enable them to grasp situations, which might otherwise be done. The suggestion made here concerning local stations, deserves serious consideration. The first and most important element of success in securing large earnings is "Car Movement." Until Traffic men reform their ways and Operating men stand firmly shoulder to shoulder with the Car Service movement, we shall not secure for our Companies the full benefit they should receive from their investments in equipment.

*The year 1898, with its business revival, has forced an

unusual consideration of car service regulations upon both shippers and carriers. The business of both has suffered for want of equipment which somebody else was holding. Instead of building warehouses, and unloading freight promptly at destination, consignees at many points, have delayed cars containing surplus goods beyond their immediate demands.

The solution of the difficulty has been fraught with great danger, for a scheme of consignees to continue their old methods without paying for the privilege, known as "the twenty-four hour average plan" has been seriously considered, but happily has been tabled indefinitely in this territory. An obligation rests upon both parties to a shipping transaction: One must transport the shipment promptly and safely; the other must take it away promptly when it arrives. Neither party can violate its obligation without interfering with the commercial interests of the country more or less. Their responsibility can not be averaged, but is separate, specific, and absolute with each individual shipment.

. . . Reports are received daily from two hundred and twenty-four (224) agents. Local stations ought likewise to be included under our jurisdiction, for the sake of uniformity of practice, which to the public means equity, and for the sake of economy in supervision, which would result to each individual road. Furthermore, cars move more promptly where stations are subject to car service inspector's checking."

"*Multum in parvo*" covers the Annual Report made by Manager W. M. Prall, of the Central Car Service Association. What we have already said concerning car movement seems to find its best exponent in the facts and figures here presented. Could such achievement be accomplished at all stations on all lines of railways, I believe that one third, or perhaps one half of the present equipment of the country could be retired.

Of course we are not going to accomplish this today, or tomorrow—or next month or next year—but let us get into line—let us draw the lines down closer and put on the screws tighter; let us clean thoroughly each step its entire width and keep it

clean and then take the next; it may take time but we will finally reach the top. Our present methods are too much like sweeping a path through the middle and jumping to the top, only to find that there has not been a good job made of it, and we have to go back and begin over again.

Following is the Report:

"The average detention for 1898, in days, is 1.50, computed from time of arrival until 6:00 p. m. of the day car is actually unloaded.

"Only 1 percent of cars handled in St. Louis are cars set for loading, consequently the detention as shown for the year is particularly satisfactory, and when it is still further understood that the decreased detention of one half day since 1894 is the result of increased car movement to and from industries, then the almost perfect service now furnished to our patrons in St. Louis is accounted for.

"The practice of unloading a car immediately upon delivery on a private siding is so general that there is no interruption in continuous service from the time the car reaches the city limits until it is placed.

"An average detention of one and one half days in a large city would be an impossibility without the cordial co-operation of the consignee, and that co-operation has made possible the small expense per car to the railroads in their switching service, as well as the lessened unloading expense per ton to the consignee."

Bunching Cars—Responsibility.

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASSOCIATION.

The railroad's responsibility for the irregular handling of freight at a large terminal is as pronounced as it is in regular train service between stations, and the receiver, even when favored by the extension to him of extraordinary and unwarranted privileges, never fully exonerates the railroad where it fails in the prompt delivery of a car when ordered.

It is now understood that the contract must be fulfilled under any and all conditions, and no matter how great the desire of the railroad is to supplement the deficiencies of its patrons, it is held responsible if in any way it falls short in its service.

In other words, a road extending privileges not in accord with the real intent of its charter, by inference assumes part of the responsibility of the receiver, and although in all equity it should not be held to an accountability for its failure to provide for its patrons' delinquencies, yet today it is held to a literal interpretation of the contract and must furnish absolutely efficient service, not only in the transportation, but in the delivery of freights.

Why, therefore, the continuation of old practices that are burdensome?

The demand for efficient service has been met by the railroads by a marvelous increase in the efficiency of the transportation departments, that are moving freight cars between the shipping and receiving stations on schedules that would compare favorably with the schedule of the passenger train service in the early '70's. All over the United States in every direction cars now move promptly so long as they are under the control of the Transportation Department on the main line, and there is no real reason why the organization that so satisfactorily moves cars between stations should not be continued until the car is actually set upon the siding or upon the delivery track from which it should be unloaded, except where necessary arrangements are made for hold tracks for cars destined to points beyond, those tracks to be controlled by an allowance of only the necessary time for the transmission of proper instructions for reconsignment.

To regulate car movement, reasonable rules must be enforced to the end of a proper control of the car by the railroad; nothing intervening to prevent the completion of the service that can be guarded against. The objective should be the same to everyone in interest, as the benefit is as full to the general public as to the roads.

Any contract made that will interrupt the continuous movement of a car to its place invariably results in the accumulation of cars on the public tracks, which necessitates additional switching service that, being continued, results in irregularities that add to the proper expense per ton that must be borne by the general public, or felt in the net earnings of the carrier.

Car service rules, as interpreted by the courts, and particularly as defined by Judge Toney, of Louisville, when intelligently applied have resulted in the desired continuous movement, having practically done away with the necessity for holding cars indefinitely upon tracks provided by the railroads for storage purposes.

The service of the railroads in the delivery of cars to their patrons in certain prescribed districts has been so regulated that the consignee, in order to obtain all the benefits possible, now proceeds to the unloading of the car immediately upon delivery, his desires at present being entirely in the line of his own interests; his interests being to do away with any obstruction that would hinder the railroad in its improved service.

The ideal condition for a railroad is the transportation of freight while in its possession without interruption, and such a condition is as ideal as towards the receiver as it possibly can be as towards the carrier.

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, February 14, 1899.**

The meeting was called to order at 11:05 a.m., by President Galloway.

The following roads were represented:

B. & O. S-W. Ry.....	Mr. W. H. BRIMSON.....	Supt.
“ “	.....Mr. C. C. RILEY	Supt. Trans.
C. C. C. & St. L. Ry....	Mr. H. F. HOUGHTON..	Supt.
“ “	.....MAJ. CHAS. HINE.....	T. M.
“ “	.....Mr. F. M. LAWLER.....	D. M. M.
“ “	.....Mr. J. C. NELSON.....	E. M. W.
C. H. & D. Ry.....	Mr. A. GALLOWAY.....	Supt.
“ “	.....Mr. G. H. WALDO	Supt. C. S.
L. & N. R. R.....	Mr. WM. ADAIR.....	D. M. M.

The reading of the minutes of the previous meeting was dispensed with.

**Report of Letter Ballot on Rules for Computing Time, and Rate
of Charges, on Loaned Passenger Equipment.**

The Secretary reported that in accordance with instructions at the last meeting he had submitted this matter to all roads interested for letter ballot, and read replies from the B. & O. S.-W. Ry., C. & O. Ry., C. H. & D. Ry., C. N. O. & T. P. Ry., C. & M. V. Ry., Cin'ti North. R. R., Erie R. R., L. & N. R. R., and L. & E. Ry., the C. C. C. & St. L. Ry., and P. C. C. & St. L. Ry. being the only roads from which no replies had been received.

As the matter had been presented to this Association with a view of having a uniform set of rules adopted, after which they were to be taken up with the various Divisions of the Central Association in an endeavor to have the same adopted as a general practice throughout the territory covered by the Central Association of Railroad Officers, same having been gotten up strictly in accordance with the rules of the American Railway Association, it was moved and carried "that the Secretary be instructed to take the matter up further with the dissenting roads, and obtain, if possible, their concurrence in the rules, and report at the next meeting."

**Reconsideration of Resolution of This Association Adopted at Meet-
ing of March 8, 1898, Regarding the Practice of
Furnishing Labor to Load, Check and Seal
Carload and Less Than Carload Freight
on Private Sidings.**

The Secretary read the following communication:

Cincinnati Freight Association.

Cincinnati, Ohio, January 24, 1899.

Mr. O. G. Fetter,

Secretary, Central Association.

Dear Sir: At a meeting of the Cincinnati Freight Association held January 16, the subject of furnishing labor to load, check and seal carload and less than carload freight on private sidings was considered, and the following resolution adopted:

Resolved, That the matter of requiring shippers having private sidings to use their own seals, be referred back to the Central Association of Railroad Officers, Cincinnati Division, with the statement that the resolution as adopted would conflict with the regulations of the Freight Claim Agents' Association, and suggest that the question of furnishing seals to parties having private sidings be left to the individual action of the roads.

This refers to action taken by the Cincinnati Local Freight Agents' Association at its meeting of February 2, 1898, as follows:

Whereas, the practice of sending men to load, check and seal carload and less than carload freight on private sidings has become so voluminous as to be very expensive,

Resolved, That we respectfully request the Central Association of Railroad Officers, Cincinnati Division, to adopt a rule prohibiting this practice in the future, and requiring shippers having private sidings to use their own seals.

This resolution was approved by the Central Association of Railroad Officers, Cincinnati Division, at its meeting of March 8, 1898.

Yours truly,

(Signed) O. G. FETTER,
Chairman.

The Secretary stated that it was the opinion of the General Freight Agents, present at the meeting when this subject was considered, that it would not be good policy to permit parties

having private sidings to use their own seals, as in a great many cases the seals could not be read, and that, in their opinion, it would be better for the railroads to use their own seals.

After discussion it was moved and carried "that the matter be referred to the Cincinnati Local Freight Agents' Association, asking their reasons for desiring this Association to reverse their original action upon this subject, as same had been taken from an economical standpoint."

**Interpretation of "Standard Car Card" in Rule No. 2 of Rules
Governing the Return of Switch Cars at Cincinnati.**

The Secretary read the following communication:

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, February 3, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held January 19, the question of uniform method of carding cars under the rules for returning switch cars was considered, and it was moved and carried "that the matter be referred to the Central Association of Railroad Officers, Cincinnati Division, for instructions as to what was to be considered the standard car card, as referred to in Rule 2.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

It was moved and carried "that the information 'Home Route for this car is via' be added to the standard car card as now in use." It was the understanding that until the roads at Cincinnati have a new supply of these cards printed with this additional information on, that they will write same on the standard cards used.

**Application of the Louisville Division for Membership in the
Central Association of Railroad Officers.**

The Secretary read the following communication :

Cincinnati, Ohio, February 6, 1899.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: The Louisville Division, Central Association, has been reorganized. The Executive Committee requests the vote of Cincinnati Division on readmitting it to membership of the Central Association. Please present the question at your February meeting.

Yours truly,

(Signed) O. G. FETTER,
Secretary of Central Ass'n.

It was moved and carried "that this Division is unanimous for the readmission of the Louisville Division as a member of the Central Association of Railroad Officers."

**Discussion on Paper, by J. R. Cavanagh, relative to use of
Cars in Switching Service.**

It was moved and carried "that discussion on paper presented by Mr. Cavanagh at the last meeting be postponed for a fuller attendance of the members."

Request for Proceedings.

The Secretary stated that he had received a communication from the Chicago Car Foreman's Association through the Secretary of the Indianapolis Division, requesting that we exchange proceedings with them, which request the Indianapolis Division had declined.

It was moved and carried "that this Association decline to exchange proceedings with the Chicago Car Foreman's Associa-

tion, same being contrary to the wishes of the Central Association general."

**Joint Car Inspector Attending Meeting of the Joint Car Inspectors'
Association to be Held at Kansas City, Mo.,
March 24, 1899.**

The Secretary read the following communication:

Cincinnati, Ohio, February 14, 1899.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held this date, the question of the Joint Car Inspector at Cincinnati attending meeting of the Joint Car Inspectors' Association, to be held at Kansas City, Missouri, March 24, 1899, was considered, and it was moved and carried "that this Committee recommend to the Central Association of Railroad Officers, Cincinnati Division, that the Joint Car Inspector at Cincinnati be instructed to attend the meeting of the Joint Car Inspectors' Association, to be held at Kansas City, Missouri, March 24, 1899, and to offer the recommendations as suggested by him."

Yours truly,

(Signed) F. M. LAWLER,
Chairman.

It was moved and carried "that in accordance with the recommendation of the Standing Committee on Joint Car Inspection that the Joint Car Inspector be instructed to attend the meeting of the Joint Car Inspectors' Association, to be held at Kansas City, Missouri, March 24, 1899."

Resignations.

Mr. Thos. Reynolds, having been transferred from the Chicago Division of the C. C. C. & St. L. Ry. to the Cairo Division, presented his resignation as a member of this Association, which was accepted.

Members Proposed.

The names of Mr. W. T. Backus, Supt. Cincinnati Northern Railroad, and Major C. Hine, Trainmaster C. C. C. & St. L. Ry., were presented for membership and duly elected.

**Interpretation of the Word "Limit" and "Capacity,"
Stencilled on C. & O. Cars.**

The Secretary read the following communication, which had been referred to this Association by the Standing Committee on Joint Car Inspection:

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, January 30, 1899.

Transfer Order E 822, December 6, 1898, St. L. C. & St. L. car 20,308, pyrites, favor Big 4, account being loaded beyond limit.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: Handing you attached papers. You will note our general manager's interpretation of limit, is the same as capacity, and that hereafter we will not accept transfer orders on cars that are not loaded in excess of ten percent above their marked capacity or limit.

Will you kindly notify the the Standing Committee so that the Chief Joint Car Inspector may be instructed and be governed accordingly hereafter? When you have done so kindly return correspondence.

Yours truly,

(Signed) GEO. W. LEWIS,
Superintendent.

As many roads have both "Limit" and "Capacity" stencilled on their cars, ten percent allowance being made in the weight over the marked "Capacity," the word "Limit" being understood to mean the extreme limit to which the car can be loaded, no additional allowance being made, it was moved and carried "that the communication be referred back to the Standing Committee on Joint Car Inspection, with the request that they take the matter up further with the C. & O. Ry. and endeavor to explain to them the many complications that would arise from the enforcement of this rule and have same rescinded."

Meeting adjourned at 12:05 p. m.

A. GALLOWAY,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, February 6, 1899.**

The meeting was called to order by the President at 2:00 p. m.

The following lines were represented:

P. C. C. & St. L. Ry.	M. W. MANSFIELD....	Superintendent.
“	“ J. S. MAY.....	Superintendent.
“	“ WM. SWANSTON.....	Master Mechanic.
“	“ E. P. BEATTY.....	G. F. & R. F. En.
“	“ J. W. CONEYS.....	Trainmaster.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
“	“ J. R. CAVANAGH.....	Supt. Car Ser.
“	“ C. S. RHODES.....	Supt. of Teleg.
P. & E. R. R.....	J. W. RILEY.....	Superintendent.
L. E. & W. R. R.....	M. P. DENISTON.....	Trainmaster.
MONON.....	A. J. O'REILLY.....	General Agent.
“	.....F. M. QUIMBY	Trainmaster.
Vandalia.....	O. E. RAIDY.....	Trainmaster.

VISITORS: D. T. Fisher, Pass. Car Insp., P. C. C. & St. L. Ry.; T. W. Demarest, General Foreman, P. C. C. & St. L. Ry.

The minutes of the last meeting were approved as printed.

Manner of Handling Switched Cars.

The Secretary: Mr. President, the first subject on our list today is, "Manner of Handling Switched Cars." As directed at the last meeting, the matter was submitted to each road, member of this Association, with request that we take a letter ballot. The following is the result:

Lines voting in the affirmative, viz., in favor of adopting the rules now in effect in Cincinnati and Columbus:

P. C. C. & St. L. Ry.	C. H. & D. R. R.
I. & V. R. R.	I. D. & W. Ry.
C. C. C. & St. L. Ry.	I. & U. Ry.
P. & E. R. R.	C. I. & L. Ry.
T. H. & I. R. R.	Total—Nine.

The L. E. & W. Ry. advised through letter from Assistant General Superintendent H. F. Bickell that they were not prepared to vote on the matter.

After some discussion as to the benefits to be derived, it was decided on motion to defer putting the rules in effect until after the March meeting, thereby giving the L. E. & W. time to further consider the question.

Loaning Coaches on a Per Diem Basis.

The question as to what kind of a car is to be considered a chair car was discussed; it was found that there was no fixed nor definite rule as to what constituted a chair car; the rule adopted by the "General Time Convention," in 1890, does not make any distinction between a parlor, chair or a common coach. It was thought, however, that a chair car is a car for which an extra charge is made for the use of a seat. In making further comparison with the "General Time Convention" rule, attention was called to the fact that the latter did not specify

whether or not the per diem charge was to include the supplies.

Mr. Cavanagh stated that he wished to substitute the rules as submitted to the Cincinnati Division at the January meeting (see page 12, January minutes) in place of the rules submitted to this Division (see page 24, January minutes).

On motion, Mr. Cavanagh's recommendation was accepted, and the Secretary directed to submit the question for letter ballot in the usual manner and report at the next meeting. It was, however, the sense of the meeting that a charge of three cents per mile should be made instead of five and six cents, as charged by some roads.

Use of Cars in Local Switching.

The Secretary: Mr. Chairman, the next item on the list is, "The Use of Cars in Local Switching." This was a paper submitted at the last meeting by Messrs. Cavanagh and Zion, printed on page 31 of the January minutes, and laid over for discussion at this meeting. Mr. Cavanagh, Mr. Zion advises that he accepted your report so that it could be accepted by the meeting as a joint report.

Mr. Cavanagh: It might be well, Mr. Chairman, for the members who were not present to understand what brought this up. The President of our Association issued a circular on this subject some two or three months ago, and Mr. Zion and myself were appointed a committee to report at the last meeting. It so happened that the Cincinnati Division had appointed me to read a paper on the same subject for the Cincinnati Division, and, inasmuch as Mr. Zion and I did not get to the same meeting, I submitted a copy of the paper to this meeting, and that is how it came to be presented in that form.

The Chair: I do not think there is a member present but what has had some experience in switch cars at terminals, and we would be glad to hear from those present.

Mr. Cavanagh: The principal point I would like to hear

discussed, Mr. Chairman, is in regard to the charge for the use of cars. That is in the second clause of the President's circular in which he says: "Is it feasible to separate the service and make a separate charge for the switching service and a charge for the car which carries the load?"

Mr. Mansfield: I would say for myself I am not prepared to discuss it. Was this matter discussed at the Cincinnati meeting?

The Chair: I would say that we had that question up at Peoria, and it is simply impossible to charge for the use of the car. We adopted a number of rules governing that and we ran up against switching cars. We submitted it to the legal department of our road, Mr. Dye, and the legal department of the Burlington road and the Rock Island, and they say we can not make an additional charge for the use of the car; that we would then have two switching charges for the same thing. Then we brought up the point that we billed the car from a certain point, such point to be called a station. We would be compelled to bill the car at the local rate, which we found was less than the switching charge. We found that we could not govern or control the matter except by refusing to permit the road to use our cars.

On motion it was decided that the report be held over until the next meeting and the committee continue to make investigation as to the method adopted at Peoria.

Motion carried.

Steam Heat in Cars.

On account of the small attendance from the mechanical departments, it was thought best to postpone discussion on this subject until the next meeting, and special efforts made to have a larger number present from that branch of the service. It was explained that the present severe weather had much to do with the light attendance at this meeting.

Alarm Bells at Crossings.

This question was pretty well discussed at the January meeting; it was the experience of some of the members that when crossing bells were located in close proximity to a residence, there were in some instances, complaints made on account of the noise made by the bells.

Communications Received.

The Secretary read a letter from A. A. Zion, Superintendent of the I. & M. Ry. Co., submitting all papers in relation to the accident which occurred to P. C. C. & St. L. Louisville Division Train No. 2, cornered with a box car at the junction of the south Y connecting the Belt Ry. with the L. E. & W. main line at Indianapolis, September 22, 1898. The object in bringing the case before the Association was for the purpose of locating or determining which road was responsible for the accident, in accordance with action taken by the board of managers of the I. & U. Ry. Co. It was finally decided that the Chair should appoint a special committee of three disinterested members to investigate the case and submit its finding at the next meeting.

The Chair accordingly named the following to serve on such Committee:

A. J. O'REILLY,
F. M. LAWLER,
G. H. GRAVES.

The Secretary submitted the following:

Beardstown, Ill., Feb. 5, 1899.
Mr. G. B. Staats,
Secy. Indianapolis Div. C. A. of R. R. O.
Indianapolis, Ind.

Dear Sir: Confirming my telegram of this A. M. The Louisville Division has reorganized and asks for readmittance

as a member of the Central Association. This has been passed upon by the Executive Committee, and is now referred to each Division for their action at the February meeting.

Will you please put question before your Division at its meeting tomorrow, and have same voted on?

Yours truly,

W. G. BESLER,
President.

On motion the Louisville Division was welcomed back to the ranks of the Central Association of Railroad Officers.

The following correspondence was not read:

Indianapolis, Ind., Jan. 24, 1899.

Mr. G. B. Staats,

Secy. Cent. Assn. R. R. Officers.

Dear Sir: I enclose to you a communication from Mr. Lawler in reference to the loss of retaining valves from cars in the Stock Yards, and would ask you to refer the matter to the Association at its next meeting. We think, however, that the report of the standing committee given on pages 28 and 29 of the proceedings of January, 1897, covers the case entirely, the Association having committed itself by the adoption of this report, and as we think the last paragraph covers the ground exactly, we do not think it necessary to take it up with the Committee and would refer it directly to the Association, and if they desire to reconsider their action, they can refer it to the Committee.

Very truly,

WM. SWANSTON,
Master Mechanic.

Brightwood, Indiana, January 21, 1899.

Mr. Wm. Swanston,

Chairman Standing Committee,

Indianapolis, Ind.

Dear Sir: Note attached papers in regard to retaining valves stolen from cars at the Stock Yards. We are having

on an average of two retaining valves stolen off cars at the Stock Yards every day. Something will have to be done to give us protection at that point.

Mr. Zion, of the I. U. Ry., declines the responsibility on the ground of the decision of the Standing Committee shown in the proceedings of the Central Association of Railroad Officers at the meeting of January 9, 1897, which decision relieves the Belt road of responsibility. The question I would like brought before the Standing Committee is, Who is responsible if the Belt is not? It would appear that the Stock Yards Company is the party, and I thought best to bring the matter to the attention of the Standing Committee so the responsibility can be located.

If neither the Belt nor the Stock Yards Company is interested, the railroad companies placing cars in there should take some action to protect themselves from the loss of this material. Kindly bring this matter before the Committee at your earliest convenience. You can see by the attached papers that this company has had to replace five retaining valves worth \$1.25 each.

Yours truly,

F. M. LAWLER,
Master Mechanic.

After an informal discussion the Secretary was directed to refer the papers to Mr. Zion, as a committee of one, to look into the question and submit a report at the next meeting.

The Secretary read a letter from Mr. Swanston, submitting correspondence in relation to furnishing the Car Foreman's Association, of Chicago, with copies of minutes of this Association. The Secretary was requested to refer the matter to Secretary O. G. Fetter for action.

A revised list showing side tracks at Indianapolis is being prepared, the Secretary stating that efforts would be made to have it completed by March 1st.

The following communications received from President Besler :

Beardstown, Illinois, January 18, 1899.

Mr. G. B. Staats,

Secretary Indianapolis Division C. A. of R. R. O.,
Indianapolis, Ind.

Dear Sir: Your esteemed favor of the 13th just received and contents noted. Of course such little delays are going to creep in occasionally, even with the best efforts which we can make, but the thing for us to try to do is to have just as few such delays as possible, and the man who makes the fewest is the best man.

I am glad to note a general awakening of the interest in our Association. I believe that our Division Secretaries can do a great deal toward improving the appearance and general character of our proceedings. It is universally conceded that the Secretary is about the most important person in connection with the various railroad clubs. Thus the Western Railway Club, of Chicago, and the St. Louis Railway Club, with which I am acquainted, are managed almost entirely by the Secretary, who keeps all the work lined up and makes himself so valuable that but for his efforts there would not be much to the clubs.

A good way to keep the interest of the proceedings at a high standard is to incorporate therein abstracts from articles which we find and which are appropriate to our work. It serves to make our minutes more readable.

Thanking you for your assurance of co-operation and asking that you make it a personal matter to see what you can do toward bringing up this interest in the Indianapolis Division minutes, I am,

Yours truly,

W. G. BESLER,
President.

Beardstown, Illinois, February 2, 1899.

Mr. G. B. Staats,

Secretary Indianapolis Division C. A. of R. R. O.,
Indianapolis, Ind.

Dear Sir: I am in receipt of your notice of January 31st, covering the February meeting. This is indeed gratifying, and in line with what I should wish to see accomplished by all Divisions.

You must not be discouraged, even if you do not secure the attendance of the entire membership at the February meeting. Circumstances often arise which prevent a member attending the monthly meeting.

It is by establishing a high standard, and then bending every energy to come up to that standard, that we gradually improve our general condition and surroundings. I shall note with interest your minutes in the February proceedings.

Yours truly,

W. G. BESLER,

President.

The question, " Burning Soft Coal without Smoke," elicited much interest. While by no means a new subject, it was still full of interest and susceptible of much greater development on many roads. This question will come before the March meeting, Mr. O. E. Raidy volunteering to give a talk, covering his personal experience while firing an engine.

Meeting adjourned at 3:45 p. m.

J. W. RILEY,

President.

G. B. STAATS,

Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Union Passenger Station, February 15, 1899.

Meeting called to order at 2:30 p. m., by Vice-President
Glover.

The following lines were represented:

P. C. C. & St. L. Ry.....	MR. P. A. BONEBRAKE.
C. C. C. & St. L. Ry	MR. WM. QUINN.
“	MR. M. D. SCHAFF.
“	MR. MASON RICKERT.
“	MR. J. C. NELSON.
C. H. V. & T. Ry	MR. M. S. CONNORS.
“	MR. H. S. WAITE.
T. & O. C. Ry.....	MR. H. C. FERRIS.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
B. & O. R. R.....	MR. J. H. GLOVER.
“	MR. J. M. HOST.
N. & W. Ry.....	MR. V. A. RITON.
“	MR. J. W. CAMPBELL.
C. A. & C. Ry.....	MR. J. J. HENRY.
“	MR. F. H. ALFRED.

Reading of minutes of the previous meeting dispensed with.

Unfinished Business.

At the last meeting, the vote on the adoption of rules for the handling of switched cars at Columbus, as originally sent out, lacked one of being unanimous. The Road which had voted in the negative, gave notice that it would now vote in the affirmative, and the rules were declared adopted by unanimous vote.

The vote on the adoption of the amended rules, as adopted at Cincinnati, stood five in favor, one against, and three not heard from. Amendment lost.

The vote on placing car service records and collections in the hands of the Superintendent of Car Service, stood six in favor, two against the adoption of the Committee's report. Resolution declared lost.

Reading of Correspondence.

NORTHEASTERN PENNSYLVANIA CAR SERVICE ASSOCIATION.

Scranton, Pa., Jan. 27, 1899.

To the Members of the

National Association of Car Service Managers.

Gentlemen: Referring to our circular letter of August 4, last, regarding the disposition of claims for refund of car service charges, accrued through mistakes of employes of connecting lines.

We beg to advise that after a great deal of consideration given this subject by this Association, the following resolutions were adopted December 21:

"Whereas, The records of this Association show that claims are being made and allowed for refund of car service charges, which have accrued under the rules, and which, after investigation, are found to arise from errors in billing by railroad employes, it is therefore

Resolved, that the railroads comprising this Association do hereby agree with each other that hereafter each railroad company will assume all claims for refund of car service charges due to errors of its employes; and it is further

Resolved, that the Manager be, and is hereby instructed in behalf of this Association, to ask for and agree to a reciprocal arrangement of this kind with all other Car Service Associations; and it is also

Resolved, that the action contemplated by these resolutions shall not be retroactive; and be it further

Resolved, that a copy of these resolutions shall be transmitted to the Managers of all Car Service Associations, with such further communications from the Manager as in his judgment may be necessary to secure similar action by them."

As you are probably already advised by Managers Lynn, Grogan and Haskell, resolutions along the same line have been adopted by the Mahoning & Shenango Valley, Toledo and Southeastern Associations.

Will you please present this subject to your Association, and advise us what action is taken thereon?

Very truly yours,

(Signed.) A. G. THOMASON,

Manager.

Secretary: For your information, I will say that it has always been the practice, that if the error was made by an employe of a line member of this Association, or employe of a line connecting with any of the lines in this Association, that we have always refunded car service charges under these circumstances.

Mr. Connors: I move that the resolutions just read be adopted by this Association as its working basis for future cases.

Seconded by Mr. Bonebrake. Motion lost.

JOINT CAR INSPECTION ASSOCIATION.

St. Louis, Mo., November 22, 1898.

Secretary J. C. I. Association.

Dear Sir: At a meeting of the Joint Car Inspection Association of St. Louis and East St. Louis, held this date, we were instructed to communicate with each Joint Association in the United States, and ascertain if the other Joint Associations would join this Association and make request as one body on the Master Car Builders' Association, to place the following before the Interstate Commerce Commission with the view of having said Commission make Railway Companies not subject to fine on high and low draw-bars, under the following conditions:

First:—A car delivered in interchange by one Railroad Company to another Railroad Company with draw-bars not in conformity with the Interstate law, the receiving line be allowed to handle such car to its repair track at point of interchange, for the purpose of adjusting draw-bars to conform to the Interstate law, without prejudice against such receiving Railroad Company for moving car.

Second:—A car delivered in interchange by one Railroad Company to another Railroad Company with draw-bars not in conformity with Interstate law, the receiving Railroad Company be permitted to handle car to its transfer track at point of interchange for the purpose of transferring contents of car and return such car when empty, to point of interchange, without prejudice against such Railroad Company for so moving car.

Also request that the Interstate Inspector be required by the Interstate Commerce Commission, to not report cars high or low found in any Railroad Company's yards until Inspector is thoroughly satisfied that track on which such high or low car is standing, is in proper surface.

Will you kindly present this paper to your Association at the earliest possible time and return us an answer.

Yours truly,

CHAS. WAUGHOP,
C. J. C. I.

ED. SWINEFORD,
Secretary.

Columbus, Ohio, January 23, 1899.

Mr. J. D. Berry,

Sec'y C. A. R. R. Officers, Columbus, O.

Dear Sir: I send you herewith some correspondence, received from the St. Louis Joint Inspection Association, through our Mr. John Doyle, Chief Joint Car Inspector, regarding cars with high or low draw-bars.

A meeting of the Executive Committee on Joint Car Inspection was called, and three members responded, but no action could be taken, and we then submitted it to the members of the Committee for letter ballot, with the following results:

The T. & O. C., C. H. V. & T., and C. A. & C. are in favor of the recommendations as outlined; the Big Four and the P. C. C. & St. L. are opposed to the recommendation, and the C. S. & H., B & O., and the N. & W. have not voted.

Won't you kindly have this matter discussed by the Officers Association, and refer it to the heads of the Mechanical Departments of the various roads for such action as they may deem proper to take with the M. C. B. Association.

Yours truly,

(Signed.) T. F. BUTLER,
Chairman Executive Com.

Mr. Henry: I move that Secretary request letter ballot from Roads members of this Association, as to whether or not the subject be submitted to the M. C. B. Association. Seconded by Mr. Connors. Carried.

Reports of Committees.

Columbus, Ohio, January 14, 1899.

Columbus Division, Central Ass'n.

R. R. Officers, Columbus, Ohio.

Gentlemen: Your Committee appointed to consider the questions submitted by Mr. O. A. Constans, Division Freight Agent, B. & O. R. R., through Mr. J. H. Glover, Superintendent, beg to report having had a conference on the subject matter referred to, and arriving at the following conclusions:

"In the case of cars held on *other* than the regular team or delivery track until the freight charges were paid, and *then* switched to team or delivery track for unloading, that this move should not be considered as an extra switch — it being understood, as in the case cited, the consignee was in no wise at fault, and that the consignee (whose place of business had been changed and his whereabouts unknown) to notify him of arrival of car and collect charges before the car was in their possession an unreasonable length of time.

"In the second case cited, that of cars arriving consigned and billed to parties who have sidings on the tracks of connecting lines, but no freight credit with the Road over which the car arrives, it is held in this case that there is but one plan that can be safely followed by said Road, i. e., to collect their freight charges before delivering the car to connecting line, and, in doing this, it does not occur to your Committee that the consignee is at fault, and therefore, as a matter of fact, he should not be charged with an extra switch.

"As to the third proposition, regarding delay to cars awaiting arrival of bills of lading; under a previous ruling of the Association, the Superintendent has been given certain latitude in such cases, where it can be shown to his satisfaction that the bill of lading has not been "juggled" for the purpose of

"making time" and will, upon satisfactory evidence, waive, under said authority, charges for extra switching.

"Respectfully submitted,

"M. S. CONNORS,

"V. A. RITON,

"J. C. NELSON,

"Committee."

Mr. Ferris: I move that the report be accepted. Seconded by Mr. Henry. Carried.

New Business.

Secretary: The Superintendent of the Columbus Car Service Association desires to present bond for the year 1899. With it, the Surety Company have sent a certificate, the same as last year, in which they want some one to certify that the Superintendent has performed his duties faithfully and satisfactorily, and is not at present in default.

Mr. Connors: I move that the inquiry be referred to the Vice-President of the Association for his signature. Seconded by Mr. Bonebrake. Carried.

Bill of the Central Association, amounting to \$12.10, Columbus Divisions proportion of expense, was ordered paid on motion of Mr. Connors, seconded by Mr. Ferris.

On motion, duly seconded, meeting adjourned at 4 p. m.

J. H. GLOVER,
Vice-President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, Feb. 14, 1899.

Mr. O. G. Fetter,

Sec'y C. A. of R. R. O.,

Cincinnati, Ohio.

Dear Sir: No meeting in February on account of lack of
quorum.

Respectfully,

WM. GROGAN,

Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, February 14, 1899.

Meeting convened at 10:10 a. m. President Nichols in the
chair.

PRESENT:

Roads.

Representatives.

P. & P. U. Ry.....F. L. TOMPKINS.....Gen'l Supt.
“W. E. BELL.....Ass't Supt.
T. P. & W. Ry.....E. N. ARMSTRONG....Gen'l Supt.
C. R. I. & P. Ry.....C. L. NICHOLS.....Superintendent.
“J. G. SICKLES.....Train Master.
R. I. & P. Ry.....*H. P. GREENOUGH....Superintendent.
Vandalia Line.....F. L. CAMPBELL.....Train Master.
P. D. & E. Ry.....R. B. STARBUCK..... Gen'l Supt.
C. P. & St. L. R. R.†C. MILLIARD..... Superintendent.

Visitors: C. C. Robinson, Master Mechanic, P. D. & E.
Ry.; I. Page, General Agent, C. B. & Q. Ry.

* Represented by C. L. Nichols. † Represented by F. L. Tompkins.

The minutes of the December meeting were read and ap-
proved.

Chairman: The first subject is, position the P. & P. U., C. B. & Q. and C. R. I. & P. will take as to charging for the use of cars in local switching service. Are you prepared to state the position of the C. B. & Q., Mr. Page?

Mr. Page: No, I am not. Mr. Throop said he would be here this morning and talk the matter over with me.

Mr. Tompkins: Our position is the same as outlined a year ago, and that is, that we are not in a position to collect for the use of cars, for the reason that we do not own or control them, and can not legally make the charge.

Mr. Nichols: Our position is outlined in letter sent the Secretary.

Blue Island, Ill., Dec. 31, 1898.

Subject: Compensation for use of cars in switching service.
A. J. Elliott, Esq.,

Manager Car Service Ass'n,
Peoria, Ill.

Dear Sir: Referring to the discussion relative to charges made for switching in Peoria. I beg to hand you herewith copy of our Switching Tariff. which has been in effect since January 22, 1898.

I would call your attention particularly to Rule "B" at the foot of page 3, which defines the manner in which shipments between industries in Peoria should be handled at the rate to be charged therefor.

Rule "B." These rates will not apply on shipments to and from industries on C. R. I. & P. or R. I. & P. tracks, and industries on connecting lines within the switching limits of Peoria. Rates applying on shipments between these points locally will be subject to a rate of 2 cents per 100 lbs., min. wt. 25,000 lbs.

This rule, we consider, covers the cases which were under discussion, but, as a matter of fact, the rate named therein is prohibitory and has had the effect of driving away all business

of this nature. In the opinion of our Freight Department, however, the business covered by this rule is not switching. Our understanding of switching service is as follows: When a car arrives at Peoria in one of our trains which is to be switched from train to an industry or to connecting line to be sent out of town, or where we receive a car from connecting line from their train to be taken out of town, the service should be designated as switching; but when a car is handled from one industry to another, it is exactly on the same basis and should be termed and treated the same as if we handled it from Chicago to Peoria, in other words, transporting freight.

In connection with this I would say that I am informed there is a movement on foot among Car Service Managers of the country to make a per diem charge against all belt and switching roads for cars on their tracks, which I presume, if carried out, will correct the abuses complained of.

Yours truly,

(Signed) C. L. NICHOLS,
Supt.

Chairman: If a man wants to use a car from one industry to another we charge him 2 cents per 100 lbs. or \$5.00 per car minimum weight, and in talking with our agent he tells me this tariff has practically driven away all such switch business.

Mr. Page: Would you, Mr. Nichols, assume the \$1.50 switching charge made by the P. & P. U. when doing such service?

Mr. Nichols: I understand we do, and that would leave us \$3.50 net as a minimum. We found shippers were taking advantage of us, however, and loading 90,000 pounds on a car, as much as they dared, for fear of breaking down the car. So we have made bills at 2 cents per 100 lbs. on the basis of actual weight.

Mr. Page: Is it not a fact that the Illinois Commissioners don't recognize the mileage basis for any distance less than two miles?

Mr. Nichols: It is my understanding that that point has been fought out, and our people maintained that this was not switching, but transportation of freight, and we were sustained in the position we had taken.

Mr. Starbuck: It is certainly a movement separate from that for which the switching rate was made, and a separate charge should be made. Is it fair that roads owning cars should have their cars used in a service for which they get no return?

Mr. Tompkins: As I understand it, this question has been raised so the owner of the car might derive some revenue from its use, but in the Rock Island's rules that would not help the owner, as they keep all they charge.

Mr. Nichols: As a matter of fact, we don't have any of this switch business.

Mr. Starbuck: It looks to me as if the dealers were using our cars in drayage service. How much does this amount to?

Mr. Tompkins: We got up a statement showing what it amounted to some time ago. I think it was from 80 to 200 cars a month. So far as we are concerned, we do not use these cars without the consent of the owners. In other words, if the elevator asks us for ten cars for loading to the sugar house, we say get the cars and we will switch them, and they skirmish around and get the consent of the road owning the cars.

Mr. Armstrong: A man comes to the transportation department and says: "I want to use ten of your cars." You say you have no cars to spare, and then he goes to the traffic department and says, "Your superintendent won't allow us to use the cars. If you don't let us have them we won't give you any of the product out." In theory, we get pay for the car by getting the loads out.

Mr. Starbuck: I move the question be laid on the table.
Seconded and carried.

Air-Brake Tests

PAPER BY C. L. NICHOLS.

The question of using all the air-brakes that may be found in freight trains has come up.

It has been the rule on most railroads that all of the air should be used, excepting in certain trains, usually the local trains. So long as there was only about one third of the train equipped with air, by reason of only about 33 percent of the freight equipment having air, there was no question as to the rule being correct. But as the freight equipment became more fully equipped with air, it has developed that, with the eight-inch pump and the old reservoir capacity, there was something wrong, and that it was possible to get more air-brake cars in a freight train, as well as in passenger trains, than the pump could take care of.

In making some tests with a train of 50 cars, the engine being equipped with an eight-inch pump and air reservoir capacity of about 18,000 cubic inches, we discovered that we were not able to maintain the maximum pressure. We also experienced some trouble with one of our passenger trains, which handles from 13 to 15 cars, in the nature of jerks and shocks, which no one seemed to be able to explain or overcome for the time being. In both cases we learned, after experimenting, that the remedy lay in enlarging the pump to nine and one half inches and doubling the reservoir capacity.

Last September we made some tests with a train of 70 freight cars and the business car of the Assistant General Manager, making 71 cars all told. The following notes show the results:

Pump—Westinghouse, air, $9\frac{1}{2}$ inches; steam $9\frac{1}{2}$ inches.
Drum—Air, 40,000 cubic inches.
Engine—805, ten-wheel.

Brakes—6-inch piston travel.

Train— 70 box and stock cars and business car 500.

This train was placed on two parallel tracks in Burr Oak yard, 35 cars on each track, the engine attached to the west end of one cut, and car 500 to the west end of the other cut, so that car and engine were opposite to each other. The last cars at the east end of the cuts were connected by an air hose twelve feet long, making a complete line of air from the engine through the 70 cars to car 500.

First Test.

After pumping 8 minutes and 36 seconds the gauge on engine registered 70 lbs. and that on car 500 showed 66 lbs. Emergency application of 6 seconds was made, equalizing at 48 lbs., drawn back to 42 lbs., and releasing in 9 seconds.

Second Test.

Eleven minutes and 55 seconds recharging to 68 lbs. pressure. Nine lbs. reduction in 30 seconds, full release obtained in 21 seconds, and 68 lbs. pressure regained in 2 minutes and 2 seconds.

Third Test.

Engine pressure 68 lbs., car 500, 65 lbs. Twenty-two seconds equalizing at 49 lbs. on car and 60 lbs. on engine. Full release in 16 seconds. Recharged to 68 lbs. in 7 minutes and 35 seconds.

Fourth Test.

With 68 lbs. pressure full emergency application was made, equalizing at 52, released in 19 seconds.

The train was now reduced to 40 cars, half on each track as before.

Fifth Test.

Eight minutes charging to 60 lbs.

Pressure was then run up to 70 lbs., a reduction of 8 lbs. made in 16 seconds, equalizing at 49 lbs.

Sixth Test.

With 65 lbs. pressure a reduction of 9 lbs. was made in 19 seconds, partial release of 3 seconds, emergency of 7 seconds, equalizing at 45, released in 8 seconds. Recharged to 70 lbs. in 5 minutes and 45 seconds.

Seventh Test.

Reduction of $3\frac{1}{2}$ seconds, equalized at 50 lbs., released in $2\frac{1}{2}$ seconds.

Eighth Test.

Following notes taken on car 500:

Train made up with 70 air-brake cars, business car 500 and caboose, the last was non-air. Started train with 65 lbs. pressure at car 500, arrived at Tinley Park with 68 lbs., stopping train in 4 minutes with a 9 lbs. reduction. Recharged in 4 minutes and 36 seconds. A speed of 26 miles per hour was next attained on a half percent down grade, reduction from 68 to 58 lbs., resulting in decreasing speed to 11 miles per hour in distance of $11\frac{1}{2}$ telegraph poles.

Ninth Test.

Under similar circumstances reduction from 68 to 58 lbs. reduced speed from 17 to $9\frac{1}{2}$ miles per hour in 4 poles.

Tenth Test.

Under similar circumstances reduction from 65 to 57 lbs. reduced speed from 20 to 12 miles per hour in 7 poles.

Eleventh Test.

Under similar conditions reduction from 62 to 52 lbs. reduced speed from 17 miles per hour to a stop in 8 poles. Released in 14 seconds.

Twelfth Test.

Under similar circumstances reduction from 65 to 52 lbs. reduced speed from 21 miles per hour to a stop in 5 poles.

Records on the engine for the last five tests follow:

Eight Test.

Reservoir 98 lbs., train line 70 lbs., reduced to 60 lbs. During this period drum pressure went to 100.

Ninth Test.

Reservoir 82 lbs., train line 67 lbs., reduced to 55 lbs., reservoir going to 87 lbs. After releasing train line went to 65 lbs., and reservoir reduced to 80 lbs.

Tenth Test.

Reservoir 80 lbs., train line 67 lbs., reduced to 57 lbs., reservoir going to 92 lbs., released in two minutes, train line then went to 60 lbs. and reservoir to 81.

Eleventh Test.

Reservoir 78 lbs., train line 64 lbs., reduced to 50 lbs., reservoir going to 100 lbs. After releasing train line went to 63 lbs. and reservoir to 75 lbs.

Twelfth Test.

Reservoir 85 lbs., train line 67 lbs., reduction 45 lbs., broke train in three pieces.

The principal deduction drawn from these tests was that pump and drum capacity must be increased. So long as we were hauling from 25 to 30 cars in a train this matter of air supply did not trouble us, but when we increased the train to 70 cars, knowing that it was a question of but a short time until all freight equipment will be air-braked, it became evident that this problem would have to be met and solved. It is the opinion that this can be done only by increasing the air reservoir capacity.

Blue Island, Ill., December 31, 1898.

C. L. NICHOLS.

Mr. Armstrong: How fast were you going when you broke in three pieces?

Mr. Nichols: Less than fifteen miles an hour.

Mr. Armstrong: Did you bump together?

Mr. Nichols: No, sir, the first two pieces were about fifteen feet apart. The janney coupler draw-bar pulled out. We were making these tests while running to see what an engineman going down a hill and slowing up, account slow track, would do; to see how much air he would have in case of an emergency. After making several service applications, and an emergency stop should be called for, he would not have much air left. We concluded that the pump was all right if we increased the reservoir capacity.

Mr. Campbell: Don't you use the retaining valve?

Mr. Nichols: No, our maximum grade is only 26 feet. We have short grades as high as 1 percent, but they are so short we don't pay much attention to them.

Mr. Robinson: Suppose you have fifty cars and you think your reservoir and air pump will not furnish a sufficient supply and you don't want to use any hand-brakes, have you ever tried cutting out every other car?

Mr. Nichols: Not exactly every other car, but similarly, by cutting out five cars and leaving five.

Mr. Robinson: I think that is just were you were wrong.

When I was out on the Southern Pacific among the mountains, we cut out every other car, and never had any trouble. With 35 cars and three engines going down a mountain, if we did not cut out every other car we would snap the train in several pieces.

Mr. Nichols: We did not have any difficulty in emergency stop by cutting out five and leaving five. It felt to those in the caboose and the brakemen on top just like a service application.

Mr. Robinson: An emergency would be just that much quicker and you perhaps would not feel much difference.

Mr. Nichols: We made the same emergency application with all the cars cut in and jumped the doors off the sides of the cars.

Mr. Robinson: You do not have volume enough of air in the reservoir. If there is not sufficient volume of air to act in conjunction with the outfit you will have trouble. An 18,000 cubic inch reservoir is pretty small. We have 26,000 and 28,000 cubic inch, a little larger than Westinghouse main reservoir.

Mr. Tompkins: I move the thanks of the Association be tendered Mr. Nichols for his paper, and that same be discussed at our next meeting.

Seconded and carried.

Chairman: The next is report of committee on delay to trains leaving P. & P. U. Yards.

Mr. Tompkins: I will have to ask for further time. The

conditions have been such that it was difficult to get representatives of the different roads together.

Mr. Armstrong: I move we give the committee further time.

Seconded and carried.

Admitting Louisville Division to membership.

Secretary: I have the following telegram:

Cincinnati, February 6, 1898.

A. J. Elliott,

Peoria.

Louisville Division Central Ass'n has been reorganized. The executive committee requests your vote on readmitting it to membership of the Central Ass'n. Please present the question at your February meeting.

O. G. FETTER.

Mr. Starbuck: I move this Division vote favorably.

Seconded and unanimously carried.

Post Office Dep't, Franked Envelopes.

Mattoon, Ill., January 24, 1899.

Mr. A. J. Elliott,

Sec'y Peoria Supts.' Ass'n.,

Peoria, Illinois.

Dear Sir: For the last three or four years the P. O. Department has required us to use stamped envelopes in all correspondence with that Department, prior to that time we were furnished official envelopes as per the enclosed. I considered the matter with several lines and found that some of them had received similar instructions, while others appeared to be still using the official envelopes. Wishing to ascertain whether this rule is universal I would be glad to have you submit this inquiry to the Superintendents of our Association, requesting them to come to the next meeting prepared to answer this inquiry.

Very truly,

(Signed) R. B. STARBUCK.

This letter was discussed, some roads stating that they had been furnished bunches of franked envelopes prior to the ruling on the part of Third Assistant Postmaster - General Neilson, but that lately these had been discontinued. Other members stated franked envelopes were enclosed for reply whenever the P. O. Department desired some information which was purely for their own benefit, but that when correspondence was conducted in which the railroad was interested in one side thereof, the company were left to pay their own postage. By general consent this matter was allowed to go over to the next meeting. Meantime the officials in the P. O. Department may be consulted as to the return of their former practice. The fact was also spoken of that any correspondence with other departments of the Government was always conducted in franked envelopes, furnished by the department involved.

Charges for Passenger Equipment Loaned.

January proceedings, pages 3 and 4 were read.

Chairman: In dealing with the roads in Chicago we compute time from the time cars are placed at our disposal until the time we deliver them back. There is considerable difference in the method of computing time on the different roads. Some roads charge for a fraction of a day, the same as for a day. In addition to the recommendation made by the committee we pay any switching charges. If we borrow ten coaches from the P. D. & E., we assume the P. & P. U.'s switching charge. We go on the theory that as we are the borrowing line, we must pay all the expense incurred in getting the cars to us, in addition to the per diem charge.

Mr. Starbuck: An injustice might be done the borrowing line. We might desire cars for use at 10:00 o'clock in the morning and they might be delivered to us the night before. It hardly seems fair that we should pay for 15 or 18 hours the cars stand to suit the convenience of the loaning road.

Secretary: I have the following letter:

Terre Haute, Indiana, February 13, 1899.

MR. A. J. ELLIOTT,

Sec'y Peoria Division Supts.' Assn.,
Peoria, Illinois.

Dear Sir: I have carefully read over the proposed rules presented by the Cincinnati Division of the Superintendents' Association covering charges to be made on passenger equipment loaned by one road to another, and before voting on the same, beg leave to set before the Association the following rules in use on the Vandalia Line:

For a passenger coach loaned to foreign companies for a temporary use, as in excursions, we make a charge of \$2.50 for each twelve hours or fraction thereof, the equipment is out of our service. In computing the time we use the actual time from the arrival of the car at the junction point of the road using it, until its return at that junction, plus one hour for each ten miles the car is hauled to reach the junction point.

For baggage and express cars and combination baggage, express and mail cars, we make a charge of \$1.50 for each twelve hours, or fraction thereof, that the equipment is out of service; and the time is computed on the same basis as that for coaches.

I think it quite necessary that some standard for the charge of passenger equipment be adopted, and if it is the sense of the Peoria Division that the rules presented by the Cincinnati Division are the best that can be gotten up, you may cast my vote in the affirmative, and we will be governed by said rules.

Yours truly,

(Signed.) BENJ. McKEEN,
Superintendent.

Mr. Armstrong: I move this Division approve the set of rules suggested by the Cincinnati Division, and that we recommend to the General Association that if the other Divisions approve similarly, that President Besler refer the matter to the American Railway Association for action at their next meeting.

Seconded by Mr. Sickles and carried.

Rules Regarding Transfer of Car Load Freight.

The Secretary read the following letter:

Terre Haute, Ind., February 3, 1899.

Mr. A. J. Elliott,
Secretary Peoria Division Supts.' Ass'n,
Peoria, Illinois.

Dear Sir: The Committee on subjects presents for discussion at our next meeting, "The advisability of the adoption of a uniform practice with regard to the transferring of carload freight interchanged at Peoria with connecting lines," and this should be mentioned as a subject for discussion in your call for the next meeting.

It has been argued by many that the road delivering the freight to a connecting line is the proper one to do the transferring, as the former can, of course, best decide whether the car is of more value to it than the mileage which it might earn by being allowed to go through without transfer. The contrary practice, however, I believe is the one which now prevails.

The transferring of carload freight should be considered under two heads: First—Responsibility for the transfer on account of the car being unsafe to run. Second—Responsibility for the transfer when the delivering road is unwilling to have the car run beyond its rail.

Yours truly,

(Signed.) BENJ. McKEEN,
Chairman.

Chairman: For the Rock Island, I will state that at the more important points outside of Peoria the line suggested by Mr. McKeen is our practice. Take Chicago for instance; if

we do not want to run a car we transfer it, and our connections do the same with us.

Mr. Armstrong: That is in case the car is in good order.

Mr. Nichols: Either good order or bad order. Of course, if a car of oil is leaking we decline to accept it, but I speak of cars that can be transferred. We transfer at our own expense. It certainly facilitates the movement of freight and stops all controversy between the delivering and receiving roads.

Mr. Armstrong: I move this letter be printed in our minutes and discussion of it be deferred to the next meeting.

Seconded and carried.

Glucose Sugar Refining Co., Car Service due the P. & P. U.

Mr. Tompkins: This is a matter I should like to bring up in this Association. Some time ago we had a meeting over car service at which the Glucose people agreed to pay whatever car service was shown to be due under the rules. They have so far failed to do so, and I referred the matter to our Vice-President and General Manager, and he instructs me to lay the matter before this Association for recommendation.

On motion, duly seconded, it was resolved that it is the sense of this Association that Mr. Bosworth proceed to collect the bills, according to agreement with Mr. Gorman and by suit if necessary.

Carried.

Car and Shop Work by Piece or Contract.

Mr. Starbuck: I should like to ask the views of the members here regarding repairs to cars by contract, especially as to adding air-brakes and automatic couplers. Some roads, I understand, do all their work by contract, and claim their car repair bills and expenses are considerably reduced by that method. I should like to hear the experience of those present.

Chairman: Our line do all their own repairing, not by contract.

Mr. Page: If you mean piece work, the C. B. & O. follow that plan with all their work.

Mr. Campbell: For the past year we have done all our heavy repairing by piece work. I don't know the figures, but I understand they are less than under the old system.

Mr. Starbuck: Do you mean that the men work harder, or are the prices scaled down?

Mr. Campbell: The men make more maney under piece work than by day labor. We had some cabin cars built on which the savings were about fifty dollars each, and the men working on them made more per day. All our Terra Haute car department and machine shop work is by piece.

Mr. Tompkins: Ours is all day labor.

Repair Bills on Cars Loaned for Gravel Train Service.

Mr. Starbuck: I have a question up with a certain line from whom I borrowed gravel cars and was to pay them 25 cents a day for their use, or \$7.50 or \$7.75 a month. Cars were old, with bad side sills, draft timbers, ends, etc., and when the cars were returned we made bills in accordance with M. C. B. Rules for new brasses, pockets, etc. The superintendent of this line claims that gravel service is extra service and that M. C. B. Rules ought not to apply. I claim that we have paid an extra price; that ordinarily his cars do not earn over \$4.00 per month in ordinary business, and that they should certainly be required to pay for repairs in accordance wuith M. C. B. Rules. We paid them between \$2,500 and \$3,000 for the use of forty or fifty cars, and the repair bills are approximately \$230. I should like to know what you think of our position.

Mr. Nichols: My opinion is if cars were worn out under fair usage your position is correct. He knew what you were going to use the cars for when he rented them, and certainly he put his figure high enough to cover depreciation.

Mr. Starbuck: I thought if we did not pay this extra charge for extra usage, what did we pay it for?

Mr. Tompkins: What would the charge have amounted to had you rented the cars on mileage instead of the per diem basis? Would not the cars have earned about what you paid?

Mr. Starbuck: I don't know as to that. I have no figures. Of course, cars in such service make big mileage. We want to treat the other line fairly in this matter, and if we are wrong I don't want you to hesitate to tell us so.

Mr. Campbell: My opinion is, in the absence of any agreement, your position is correct, provided cars received simply fair usage.

Mr. Tompkins: I think under fair usage your position is correct. There is only one point, and that is in case the wheels were flattened, what would be considered fair usage?

Mr. Starbuck: That question would not arise for the reason that only about 25 percent of the cars had brakes on them.

Mr. Nichols: You had no understanding that you would treat the cars as your own and keep them up as such?

Mr. Starbuck: No, not at all, and we have made bills for nothing except what we were justified in doing under M. C. B. Rules.

Mr. Campbell: I should like to hear from Mr. Page.

Mr. Page: Would not the mileage on the cars probably have amounted to 50 cents a day, and might not the lending line consider they made a concession in the rate and should not be asked to stand the expense of repairs? Cars probably make 100 miles a day, which on the mileage basis would have been 75 cents.

Mr. Starbuck: Some days the cars were not used at all. Other days 15 or 20 miles; we counted the full time, Sundays, holidays, wet weather and all.

Mr. Page: One strong point of this seems to be that the owners should be responsible for repairs under M. C. B. Rules.

Secretary: I have the proceedings of the Master Mechanics' last meeting, as follows:

Proceedings of the Regular Annual Meeting of the Peoria Master Mechanics' and Master
Car-builders' Association, held in Room No. 27, Union Depot,
Peoria, Ill., Tuesday, December 13, 1898.

Meeting convened at 9:15 a. m. B. Warren, President, in
the chair.

Present:

P. & P. U. Ry.	Represented by J. W. Hill, M. M.
T. P. & W. Ry.	" B. Warren, M. M.
C. C. C. & St. L. Ry.	" J. McClurg, M. M.
R. I. & P. Ry.	" Joseph Elder, M. M.
C. R. I. & P. Ry.	" W. H. Stocks, Div. M. M.
C. & A. R. R.	" *Joseph Townsend, M. C. B.
C. B. & Q. R. R.	" J. T. Bassett, G. F. C. D.

*Represented by J. W. Hill.

The proceedings of the annual meeting held December 14,
1897, were read and approved.

Chairman: For the Arbitration Committee I will say there
have been but two cases acted upon by the Committee during
the past year, one between the Big Four and C. R. I. & P.,
decided in favor of the Big Four, and another between the C.
R. I. & P. and P. & P. U., decided in favor of the P. & P. U.
There have been other cases where the inspectors have asked
for information regarding rules, and I have given opinions in a
number of cases to the inspectors, as have also Mr. Hill and
Mr. Elder, but there have been no other cases besides the two
mentioned which have required calling the Committee together.

Mr. Elder: We never have been together except those two
times.

Chairman: I presume you go out and give advice fre-
quently. I know Mr. Hill and I do.

Mr. Hill: I suggested to a man the other day that he was trying to make inspectors out of you and me.

Chairman: Well, that is what we are here for, to help out when we can.

Chairman: You have heard the report of the Arbitration Committee. What is your pleasure?

Mr. Elder: I move the report of the Committee be accepted, and that the papers in the cases be filed.

Seconded and carried.

Secretary: The next is election of officers.

Mr. Stocks: I move the present officers and committeemen be continued another year, and that the Secretary cast the ballot accordingly.

Seconded by Mr. McClurg and unanimously carried.

The Secretary then cast the ballot for B. Warren as President, Joseph Elder as Vice-President, and A. J. Elliott as Secretary, B. Warren (Chairman), Joseph Elder and J. W. Hill as Arbitration Committee.

Adjourned at 9:30 a. m.

B. WARREN,
President.

A. J. ELLIOTT,
Secretary.

Cost of Adding Automatic Couplers and Air-brakes.

Mr. Starbuck: I should like some information on automatic couplers and air-brakes. I understand the T. P. & W. use the Janney.

Mr. Nichols: We use the Janney on our freight and passenger equipment.

Mr. Starbuck: Do you know what it costs you to apply them?

Mr. Nichols: No, I do not.

Mr. Campbell: We use the Janney on all our passenger and freight equipment.

Mr. Tompkins: We use the Gould coupler.

● Mr. Starbuck: Do you have any figures as to the cost?

Mr. Tompkins: No, I have not. The Gould coupler costs us \$8.00 apiece.

Mr. Starbuck: We find we can equip a freight car with both automatic coupler and air-brakes for \$72.32, a Westinghouse air-brake and Tower coupler.

Adjourned at 12:30 p. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, February 10, 1899.**

Meeting called to order at 11:20 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. . Mr. W. G. BAYLEY Supt.
C. & A. R. R. Not represented.
C. B. & Q. R. R. . . . Mr. W. G. BESLER Supt.
“ Mr. J. A. CARNEY Supt. M. P.
B. & O. S-W. Ry. . . . Mr. H. C. BARNARD Supt.
“ Mr. I. L. BURLINGAME . . Train Master.
Ill. Central R.R. . . . Not represented.
L. E. & St. L. Ry. . . . Not represented.
L. & N. R. R. Mr. W. S. McCHESNEY JR. Supt. Term.
Mo. Pac. Ry. Mr. C. E. CARSON Supt. Term.
M. K. & T. Ry. Mr. N. J. FINNEY Supt.
St. L. C. & St. P., and
C. P. & St. L. R. R. Not represented.
St. L. K. C. & C. Ry. . Mr. F. X. ROEDERER . . . Agent.
St. L. K. & N-W. R. R. Mr. A. T. PERKINS . . . Supt. Term.
“ Mr. HENRY MILLER . . . Asst. Supt.

St. L. P. & N. Ry . . . Not represented.
St. L. Transfer Co. . . . MR. W. G. BESLER.
St. L. & S. F. Ry. . . . MR. A. J. DAVIDSON . . . Supt. Trans.
" . . . MR. J. H. MACE . . . Supt. Term.
Term. R. R. Ass'n. . . . MR. F. X. ROEDERER . . . Agent.
T. St. L. & K. C. Ry . . MR. F. E. ANDERSON
T. H. & I. R. R. . . . MR. W. R. MCKEEN . . . Supt.
Wabash R. R. . . . Not represented.
Wiggins Ferry Co. . . Not represented.
National Stock Yards . MR. W. G. BESLER.
M. & O. R. R. . . . Not represented.

VISITOR: Mr. W. M. Prall, Mgr. Central Car Service Association.

President: The minutes of the previous meeting have been printed and sent to all members; are there any objections to any part of them or any amendments? If not they will stand approved as printed.

Under the head of unfinished business, we have the matter of schedule of rates for transferring carload freight; the Committee on Drip-valves on refrigerator cars and the matter of car service at East St. Louis, which latter comes up regularly.

The schedule of rates for transferring cars proposed by the committee in their report at the last meeting has been published in the January proceedings; that report was discussed at the last meeting and as the members were not ready to vote on it, the matter was laid over until this meeting for final action. The committee itself, you will remember, did not propose this schedule of rates as a schedule which could be agreed to by all the roads, but as a schedule which seemed to the committee a fair basis on which to do this work under ordinary circumstances.

The Secretary has some communications in regard to this matter which he will read.

Secretary: From the Vandalia line, I have the following:

Terre Haute, Ind., January 28, 1899.

"Mr. F. E. Anderson,

"Secretary C. A. R. R. Officers.

"Dear Sir: Returning herewith proposed schedule of rates for transferring carload freight at St. Louis and East St. Louis, I attach memoranda of such corrections as I have to suggest.

"In considering this matter we must take into consideration the maximum weight which we can get into cars of certain commodities, taking for instance, middlings, feed stuff, bran, oats, screenings in bulk, do not run as heavy in weight as corn and wheat and consequently the cost per ton should be increased to enable the parties making the transfer to earn the same on each commodity. Taking such corrections as I have suggested and the fact that the entire work will be done on a tonnage basis, I think the schedule is very fair for the roads. I assume it is the intention of all lines that *all* carload business shall be handled either by contract or payment of labor on the tonnage basis.

"I would also suggest in the revision of this schedule that where some commodity is handled under different rates, such commodities be shown together. On the attached statement you will notice the same commodity is mentioned in different cases with four or five lines of other commodities intervening; for instance, bran on level track is eight lines above bran on high and low track and four lines above bran in sacks. You will find the same difference in other commodities.

"Yours truly,

"H. I. MILLER, Supt."

"*Class E.*

"Should be withdrawn, rate too low; grain will average 20 to 25 tons. You can not transfer on high and low track for 60 to 75 cents per car.

"Sand is usually wet and will not run, should be class A.

Class D.

- “Bran can not be handled on high track for 4 cents, should be class B.
- “Grain on level track should be class C.
- “Links and pins, loose, should be class C.
- “Middling and feed stuff, high and low track, should be the same as bulk bran, class B.
- “Oats in bulk, high and low track, should be class B.
- “Screenings in bulk, high and low track, should be class C.
- “Stone in rough, under 100 pounds, should be class C.
- “Ship stuff, high and low track, should be class B.
- “Tobacco in hhds. should be class C.

“*Class C.*

- “Apples in bulk should be class A.
- “Iron, scrap, should be class A.
- “Steel bars, loose, should be class B.
- “Steel bars in bundles should be class C.
- “Spokes in bundles should be class C.
- “Spokes, loose, should be class A.

Class B.

- “Bones, bulk, should be ‘special.’
- “Bran in bulk, level track, should be special.
- “Carboys, empty, should be class A.
- “Fertilizer in bulk should be class A.
- “D Hides should be class A.
- “Middlings and mill feed on level track, special.
- “Oats, bulk, on level track, should be class A.
- “Powder in kegs should be special.
- “Ship stuff in bulk should be special.

“*Class A.*

- “Boilers, special.
- “Furniture, special.
- “Iron bridges and structural, special.

"Poles, telegraph, special.

"Piling, special.

"Stoves, special.

From the Mo. Pac. Ry. the following letter received:

"St. Louis, Mo., Feb. 8, 1899.

"Mr. F. E. Anderson,

Secretary.

"Dear Sir: As the question of "Rates for transferring freight" at St. Louis and East St. Louis comes up at our meeting, Friday the 10th, and owing to sickness which prevents me from being present, I desire that you place the Missouri Pacific Railway Company on record as opposing this proposition for the following reasons:

"That the rate proposed by the committee is on a per tonnage basis, and will cost our company more than what it is costing us at present on a per car basis comparing the different commodities on a basis of twenty tons per car, which we think is a fair estimate.

Yours truly,

"J. F. JONES,

"Supt. Terminals."

President Perkins: Those are all the communications the Secretary has and the matter is now open for discussion by the members present.

Mr. Besler: In order that I might have some figures on which to base my conclusions, I had prepared by our agent at East St. Louis, a statement showing one month's transfer business covering the commodities transferred and prices paid for the work. Opposite each amount I then had placed the cost that would have been incurred had we paid for the work on the basis of the proposed schedule. Perhaps the following figures will be interesting although they may be no criterion for the purpose of comparison with the business of any other line.

There was transferred, during the month, 5,285 tons of freight of all classes. The cost for transferring was \$284.67. Had we

paid for this work on the basis proposed in the schedule the cost would have been \$244.69. The rate per ton, paying on the per car basis as we did, was an average of 5.39 cents per ton. Had we used the basis proposed in the schedule, the cost would have been 4.63 cents per ton, or a difference of .0076 cents per ton.

The communication, from Superintendent of the Vandalia, covers very nearly what is our experience in this matter. Our average cost for transferring pig iron is 90 cents per car. Under the proposed schedule it would be 82 cents. In one case I find a car of tobacco in hogsheads weighing 16,000 pounds for which we paid for transferring \$1.20. Under the proposed schedule the price would have been 32 cents, but as it takes 4 to 6 men to handle those hogsheads and the average time of transfer is one and one-half hours, it is hardly to be expected that we could get the work done at the figures proposed.

Pig iron and grain are in the same class. We might get the work done in the case of pig iron at the figures proposed in the schedule, but I do not believe we would be able to do so in the case of grain. As I have already indicated, the amount of transferring done by the C. B. & Q. is not large enough to serve as a criterion. There are several other lines — notably the Big Four which probably does the greatest amount of transferring of any road in East St. Louis, and I would like to hear from Mr. Bayley.

Mr. Bayley: As I stated at the last meeting, this is not going to effect us very much, as we do transferring with our own men. Our agent writes me: "I wish to say that we have recently changed agents at East St. Louis, and the new man not entirely familiar with the situation," and he writes me simply in a general way. He mentions a few commodities that we transfer very largely. The average tonnage on flour is 226 per car. We are now paying 75 cents for barrel and \$1.00 for sack flour, while it is proposed to pay 88 cents and \$1.10. Spelter, 18 tons per car; we now pay 75 cents, proposed 72 cents. Pig lead averages 20 tons; we now pay 75 cents, pro-

posed 80 cents. We pay \$1.00 for sack stuff and 75 cents for barrel stuff.

He says there are no objections to paying on a tonnage basis, but believes we should conform to carload rate we are now paying. We are paying very nearly what the schedule proposes, and I don't think we could get all commodities transferred at as low a rate as proposed, and it occurs to me that in making a schedule that we should take the lowest rate paid by any road in East St. Louis and adopt that as a schedule. By doing this we could come nearer getting together. For instance, we pay for transferring grain \$1.00 on depressed tracks and \$1.25 on level. If any road in East St. Louis is getting it done for less I should be glad to adopt their schedule.

Mr. Davidson: I have very little to add to what I stated at our last meeting in regard to adopting the schedule, but in order to find what our average cost per ton was for handling transfer freight, I have taken the basis for 20 days and find that under our present schedule, which is based on so much per car, it averaged 4.9 cents per ton, and under the proposed schedule it would have averaged 5.9 cents an increased expense of 1 cent per ton; however, I will say that included in the figures for the 20 days are quite a number of cars of rails and angle bars and the difference is quite noticeable on that commodity. On steel rails we pay \$1.50, while the proposed schedule ranges all the way from \$2.40 to \$2.56 per car, depending upon the number of rails per car. On ordinary commodities handled, our prices are just about the same as the proposed schedule. The Frisco is perfectly willing to adopt a schedule that will not increase its expense in handling their transfer shipments, and I am rather impressed with the suggestion of Mr. Bayley to take the lowest rate paid by the members, and then arrive at a schedule that would be fair to all.

Mr. McChesney: What proportion of the roads handle the transfer with their own men and what proportion under contract?

President: I stated at the last meeting that about two thirds of the roads let the work out by contract; the rest transferred with their own men. I would like to say, in regard to the remark made by Mr. Bayley, that a fair basis would be to take the lowest rate for each commodity in effect on each line, that I do not believe such a plan could be carried out very successfully, for the reason that some lines have a very low rate on some commodities while other lines have very low rates on other commodities; at the same time on a good many roads the men doing the transferring are getting a pretty low rate of wages out of it, and if it were undertaken to pay them in all cases for each commodity on basis of lowest rates allowed, the result would be those men could not make living wages and the roads would be unable to get the labor to do the work.

Mr. Besler: The thought has occurred to me that perhaps it might be well to refer this schedule to the Local Freight Agents' Association to present to this Association a schedule based on their views and experience in the matter with such recommendations as they have to offer.

Mr. McChesney: Seconded.

President: It is moved by Mr. Besler and seconded by Mr. McChesney that the schedule reported by the committee, together with the correspondence, information and discussion on it, be referred to the Local Freight Agents' Association, with request to report back to this Association, a schedule that will meet their views, taking the discussion at this meeting into consideration.

Carried.

President: The next item of unfinished business is a report from the committee, still out, on matter of drip valves on refrigerator cars. Mr. C. B. Adams is chairman and as he is absent, unless there is some objection, that report will be carried over until Mr. Adams can be here. I understand there is no report from the committee on car service at East St. Louis. Unless some objection that will also go over as usual.

The Secretary will read such correspondence as he has.

Secretary reads:

Cincinnati, Ohio, January 25, 1899.

"To all Division Secretaries Central Association of Railroad
"Officers.

"Dear Sirs: Please refer to January proceedings, page 3,
communication from President Besler submitting rules govern-
ing charges to be made on passenger equipment loaned. In
accordance with the suggestion offered by Mr. Besler, kindly
present the matter to your Division at its February meeting,
and oblige.

"Yours truly,

"O. G. FETTER,

"Secretary."

"Columbus, Ohio, Feb. 1, 1899.

"Mr. F. E. Anderson,

"Secy. St. L. Div. Central Ass'n R. R. O.

"Dear sir: I am just in receipt of a letter from Mr. J. C.
Loomis, Mgr. Louisville Car Service Association, 701 and 702
Columbia Building, Louisville, Ky. He requests me to ask
you to send him at once a copy of the Rules and By-Laws of
your Association. Will you be kind enough to send same
direct to him, and I will advise him at once that I have made
the request asked for.

"I am very glad to know that the Louisville Division has
once more organized, and they desire copy of your rules to base
theirs upon.

"Yours truly,

J. D. BERRY,

"Secretary."

"Telegram: Cincinnati, Feb. 6, 1899.

"Mr. F. E. Anderson,

"Secretary Cent. Ass'n R. R. O.

"Louisville Division Central Ass'n has been reorganized.
The Executive Committee requests your vote on readmitting it
to membership of the Central Ass'n. Present the question at
your February meeting.

O. G. FETTER,

Secretary.

President: Under reports of committees we have a committee appointed at the last meeting consisting of Mr. H. C. Barnard, Mr. W. G. Besler and Mr. W. S. McChesney to whom was referred the matter of rules on handling switch cars, suggested by the Cincinnati Association.

Mr. Barnard: As Chairman of that committee I will say that it has not been found convenient to have a formal meeting, but I believe I voice the opinion of the other two members in saying that this Association is already in line as indicated by referring to page 23 of the January minutes of the Indianapolis Division, before which Mr. Cavanaugh appeared in person asking the adoption of the rules; it clearly indicates our position. I will say, however, if this report has the approval of Mr. McChesney I will submit it as a report of the committee.

Mr. McChesney: Approved.

President: You have heard the report of the committee; what action will you take on it?

Mr. Besler: I move the report of the committee be accepted and the committee discharged.

Mr. Bayley: Seconded.

President: It is moved and seconded that the report of the committee be accepted and the committee discharged.

Carried.

Under the head of new business we have the matter of rules for rates on passenger equipment loaned. The communication that brought this up will be found on page 3 of the January minutes, and the matter is now before the meeting for discussion and action.

Mr. Besler: To open the discussion, I will say that the practice on the C. B. & Q. railroad is at present governed by the rules of the Chicago Association of General Superintendents, from which I will quote the following:

"Resolved, That a rate of \$5.00 per day be charged for each coach or baggage car loaned by one company to another, except that when it is run a distance where the regular mileage rate

exceeds \$5.00 per day, then mileage be charged for each car instead of a rate per day.

“That a rate of \$5.00 per day in addition to regular mileage be charged for the use of mail cars.

“That the company borrowing coaches, baggage or mail cars pay all switching and trackage charges in addition to the above rates.

“Resolved, That the rental price for coaches and baggage cars loaned, under the resolution of the Association, dated December 21, 1886, be made at the rate of \$5.00 for each 24 hours that the cars aggregate in the service of the borrowing road; any fraction of a day over the aggregate number of days of 24 hours each to be counted as one day.

“Note: If ten coaches were in the possession of the borrowing road $2\frac{1}{4}$ days each, the rental would be computed by multiplying $2\frac{1}{4}$ by 10, making $22\frac{1}{2}$ days, which would be counted as 23 days.”

However, we do not carry out that part of the rule which provides for dividing the total number of hours coaches are loaned by 24. Our position is that each fraction of a day for each car is to be counted as a day.

The rules proposed by the Cincinnati Division do not provide for taking care of the expense for any switching or trackage charges which there may be, in order to make delivery to the borrowing line. I think there should be incorporated in the Rules a section providing that the company borrowing the equipment must pay all switching and trackage charges in addition to other rates.

I do not know that the C. B. & Q. would be willing to change its practice. When the rules are worked up and gotten into shape, that all lines practically agree thereto, perhaps our company might see its way clear to also subscribe to them.

Mr. Bayley: I do not know that I have anything to say. It seems to me that this matter is governed by the rules of the American Railway Association, although they do not go into so much detail as these rules cover. I would say that Mr. Bes-

ler's suggestion that another rule be incorporated showing who pays the switching, if any to be done, is a good one and should be included.

Mr. Besler: In answer to Mr. Bayley concerning what is proposed by these rules, I can only say that I received from our Secretary these rules, with a request from the Cincinnati Division that the same be put before each Division, with a view of having them adopted and a uniform practice among all lines established. As stated by Mr. Bayley, the American Railway Association has some rules on this subject. I believe a part of the original motion of the Cincinnati Division was to have these rules submitted to the American Railway Association, and secure their approval or adoption. I believe that the best way to dispose of this question today would be to ask each road member of this Division to state its position and pass upon each one of the rules submitted. I am not prepared to take any action for the C. B. & Q. on this subject today, and I make this as a suggestion.

Mr. Davidson: There would still be an uncertainty as to what disposition to make of the question. Why not let a committee handle the matter and then report. They might then be able to arrive at some understanding that would be acceptable to all lines.

Mr. Besler: I think that would be the better way.

Mr. Bayley: I think Mr. Davidson's remarks all right, because a committee would make a report and if the report is adopted by this Association we could ask that all the Divisions make their recommendations to the American Railway Association because I do not think we should adopt any rules that were not passed upon by the American Railway Association in regard to handling of passenger equipment. We interchange with eastern lines, and what might be adopted here might not be there, and would be uniform only by the American Railway Association adopting the rules.

President: Did you make a motion in regard to that ?

Mr. Davidson: I will make it as a motion, the committee to report at the next meeting.

Mr. Barnard: Seconded.

President: It is moved and seconded that a committee be appointed to consider the rules suggested by the Cincinnati Division for passenger equipment loans and report to this Association at our next meeting.

Carried.

Committee—Mr. A. J. Davidson, Mr. W. G. Bayley, Mr. W. S. McChesney, Jr.

President: We have the application of the Louisville Division for readmission to the Central Association. What action will you take on the matter?

Mr. Besler: I move that it be the sense of the St. Louis Division that the Louisville Division be readmitted.

Mr. Bayley: Seconded.

It is moved and seconded that it is the sense of this Division that the Louisville Division be readmitted as a member of the Central Association.

Carried.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., February 8, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR	Supt. Ter.
C. & A. R. R.....	MR. M. SHEEHAN.....	Trainmaster.
C. R. I. & P. Ry.....	MR. W. J. LAWRENCE...	Supt.
“	.....MR. C. W. JONES.....	Supt.
“	.....MR. T. B. COOK.....	Asst. Supt.
“	.....MR. W. S. TINSMAN....	Trainmaster.
“	.....MR. J. R. BLAIR.....	Trainmaster.
“	.....MR. F. W. SEGUR.....	Agent.
H. & St. J. R. R.....	MR. E. G. FISH	Asst. Supt.
“	.....MR. J. W. MULHERN....	Trainmaster.
K. C. F. S. & M. R. R..	MR. R. V. MILLER	Trainmaster.
“	“ ..MR. W. H. CHURCHILL..	Ass't T. M.
“	“ ..MR. E. F. EDGECOMB...	Agent.
C. M. & St. P. Ry.....	MR. D. W. RIDER.	
M. K. & T. Ry.....	MR. L. W. WELCH.....	Supt.
“	.....MR. C. F. SCHRAAG....	Trav. Eng.
C. G. W. Ry.....	(Not represented.)	
St. L. & S. F. R. R.	(Not represented.)	

K. C. St. J. & C. B. R. R. MR. E. G. FISH.....Asst. Supt.
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. R. R.....(Not represented.)
Wabash R. R.....MR. JAS. LAUGHLIN.....Trainmaster.
“.....MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....MR. W. L. STEVENSON.
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented.)

VISITORS: Mr. E. E. Mote, Manager, Mo. Valley Car Service Association.

President: If there is no objection the minutes of the last meeting will stand approved as printed.

Unfinished Business.

President: The first thing is Unfinished Business. You will recall that at the last meeting Mr. Atkinson, of the K. C. P. & G., brought up the question of transferring lumber. He stated that it had been working considerable hardship on their line by reason of some of the lines sending their cars through which perhaps had only a very small amount of dressed lumber. After some discussion on the subject it was decided to let it go over to this meeting. I do not know what further discussion you care to have on the matter. Mr. Atkinson is not here, but we have a fuller representation today than we had at the last meeting.

Mr. Starr: I move that it be laid over until the next meeting and Mr. Atkinson requested to be here and present his side of the question.

Mr. Stevenson: Mr. Atkinson spoke to me just before I left the office and said that he expected and hoped that the Association would take some action, and wanted me to report to him what it was.

Mr. Starr: The reason for my motion was that I thought

perhaps Mr. Atkinson might have something further to present than he did at the previous meeting. As representing the Santa Fe, we object to Mr. Atkinson's position, but I would be glad to hear anything further he might have to offer.

President: You have heard the motion; is there a second?

Mr. Jones: I second the motion.

The motion was then put and carried.

President: Is there any other unfinished business?

Mr. Welch: I have brought the papers to present to the Association again today in regard to grain door boards in cars delivered the M. K. & T. by the Union Pacific at Junction City, and would like to have the Association take some action.

Mr. Rider: This grain door question has been threshed over a good many times by this Association. I move that the papers be referred back to the M. K. & T., with advice that it is the sense of this Association that the roads interested should make their own arrangements on the grain door question.

The motion was seconded and carried.

Reading of Correspondence.

The President read the following communication:

Kansas City Suburban Belt Railroad Company.

Kansas City, Missouri, January 24, 1899.

Mr. C. E. Carson,

President Central Ass'n of R. R. Officers, City.

Dear Sir: In reply to your invitation of January 12, would say that I heartily agree with you that it will be to my interest to become a member of your Association.

Thanking you for your invitation, which is accepted, with the request that you place this letter before your Association as an application for membership. I am,

Very respectfully,

(Signed) W. L. STEVENSON,
Superintendent.

President: What action shall we take with regard to this communication?

Mr. Rider: I move that the Suburban Belt be admitted to membership.

The motion was seconded and unanimously carried.

The Secretary read the following telegram from Secretary Fetter:

Cincinnati, Ohio, February 6, 1899.

B. H. Garrigues,

Secretary Central Ass'n of Railroad Officers:

Louisville Division, Central Association, has been reorganized. The Executive Committee requests your vote on readmitting it to membership in the Central Association. Please present the question at your February meeting.

(Signed) O. G. FETTER,
Secretary.

President: I will say in this connection that I had a letter from Mr. W. G. Besler, President of the Central Association, a few weeks ago, saying that they had up the matter of reestablishing the Louisville Division, and wanted to know, as a member of the Executive Committee, how I felt about it. I wrote him that I would be very glad to have them come in. It seems that they have now made application. What is your pleasure in the matter?

Mr. Fish: I move that the Louisville Division be admitted to membership.

Motion was seconded and carried.

The Secretary read the following letter:

Cincinnati, Ohio, January 25, 1899.

To all Division Secretaries:

Please refer to January proceedings, page 3, communication from President Besler, submitting rules governing charges to be made on passenger equipment loaned. In accordance with the

suggestion offered by Mr. Besler, kindly present the matter to your Division at its February meeting for action.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

The Secretary then read Mr. Besler's letter as printed on page 3, January, 1899, proceedings, and the rules proposed by a committee of the Cincinnati Division.

President: You have heard this communication from Mr. Besler. While it is not desired that we take any definite action today, would like to know whether any members have amendments to offer or whether these rules will be acceptable to their lines.

Mr. Starr: As far as I know those are practically the same rules we have in effect, but I would not feel authorized to vote for or against the proposition without first consulting our superintendent of car service, as he is the man who would have to decide the matter. I move that the matter be laid over until the next meeting, and that a letter ballot be sent out. This will give all an opportunity to confer with the proper official to obtain authority.

Mr. Miller: Isn't that covered by the American Railway Association?

Mr. Starr: All except as to figures, I think, Mr. Miller.

Mr. Laughlin: I took the matter up with our superintendent's office and secured a copy of the instructions covering this matter sent to his office by our superintendent transportation. In this it is stated that a resolution was adopted by the American Railway Association October 16, 1895.

The Secretary read the Wabash instructions referred to by Mr. Laughlin, in which was incorporated the following resolution of the American Railway Association:

"Resolved, That the Association recommends that the per diem for passenger coaches, chair cars or combination passenger

cars hired at any other than mileage rates be fixed at \$5.00 per day, and for baggage, mail cars or combination baggage, express and mail cars, at \$3.00 per day, subject, however, to agreement between the parties interested. It is understood that the rates herein provided are recommended for use only between roads mutually agreeing to exchange service on the basis aforesaid. Adopted October 16, 1895."

Mr. Starr: This seems to be only a recommendation.

Mr. Miller: I would suggest the advisability of not counting anything less than a half day and anything over that as a day, instead of counting hours. My reason for this is that our people would be continually after us for not returning cars sooner than we did, when it might cost more to do that than the amount saved in rental.

President: That is a good point.

Mr. Starr: Isn't it customary when cars have just been delivered on the transfer track, and the borrowing line finds they don't need them, to take them back without making any charge.

President: I believe some kind of a charge should be made. We should not ask to borrow cars unless we are pretty sure we are going to use them. We oughtn't to borrow them on suspicion, thinking that it would not cost anything if we did not need them. I believe it is a good idea to charge something.

Mr. Stevenson: I would not want any rule made that would deprive us of switching revenue in case we handled cars between two connections.

President: I think the intermediate line would be entitled to switching.

Mr. Starr's motion to submit the matter to letter ballot was seconded and carried.

Under the head of correspondence the Secretary read Mr. Besler's letter on pages 5 to 7 of the January proceedings, including extract from John Ruskin's "Seven Lamps of Architecture" entitled "The Railroad Station."

President: I believe it would be a good idea to have a paper on that subject, as it is a matter of considerable moment to the railroads. They are spending vast amounts of money on this kind of work, and if Mr. Ruskin is correct in his views many railroads are laboring under a wrong impression as to what the requirements of their passenger traffic are. For myself I can not help but think that he is wrong, and believe that if you should equip a box car with ever so fine upholstered furniture and only a few holes in it for passengers to look through that they would not take as kindly to it as to one of our elegant vestibuled parlor or sleeping cars.

The same principle applies to the depot or station where passengers are often compelled to wait for several hours. Our passenger traffic is made up mostly of people who are in the habit of traveling a great deal, and having nothing but leisure on their hands, luxurious surroundings help them while away pleasantly the monotonous hours of travel.

Who will deny that the beautiful and palatial Union Station at St. Louis does not influence travel through that gateway?

After some discussion it was on motion decided that Mr. Lawrence present a paper on the subject of decorating railroad stations.

Reports of Committees.

President: We have a Committee, of which Mr. Starr is chairman, to report on switch rules.

Mr. Starr presented the following written report, which was read by the Secretary:

Your Committee appointed to investigate switch rules in Kansas City, and which subject was brought out by meeting of the Cincinnati Division, as printed in the December, 1898, proceedings, submit the following:

That investigation of their methods as compared with ours shows that there is practically no difference. In fact, if we are not misinformed, the Cincinnati Division called upon the Kansas

City Division some years ago for rules which are the basis of their present methods of working. We find they use a different switching card from that generally used in Kansas City, but we do not see that it is of sufficient advantage to adopt in lieu of ours, and we recommend that no change in Kansas City switching methods be made.

J. W. STARR, Chairman,
E. G. FISH,
W. H. CHURCHILL,
Committee.

Mr. Laughlin: I move that the report be accepted and the Committee discharged.

The motion was seconded and carried.

New Business.

President: You will recall that at the last meeting I stated that I had requested the Executive Committee to bring up for general discussion in all the Divisions the question of handling freight trains partially equipped with air. I have been advised by President Besler that this question was pretty thoroughly discussed in three of the Divisions, at which meetings Mr. Nichols, of the Rock Island, was present, and they felt that it was best not to submit it for general discussion, but would be glad to see what this Division would do with the matter. Personally I should like to see further discussion of this question. There seems to be quite a diversity of opinion as to the method of handling trains partially equipped with air which is in vogue on the Rock Island, and we have with us today several representatives of that company. We have also several copies of the rules under which they are now working, furnished us by Mr. Stillwell, which I will ask the Secretary to pass around so that they can be referred to while the discussion is going on. I will ask Mr. Jones to state briefly what the Rock Island practice is.

Mr. Jones: I will first read our rule No. 587 on this subject:

"587. When there are non-air-brake cars in trains, hand brakes must *at all times* on descending grades be set on the rear sufficient to prevent the slack running up or bunching. This rule also applies to trains approaching stations or other stops, and, except in emergency cases, *there must be no deviation*.

"Enginemen of trains consisting of air-brake and non-air-brake cars will, by the use of the air, *assist only in making stops*, and must whistle "off" brakes, giving trainmen plenty of time to release the hand brakes before releasing the air on the head end of the train. They must exercise good judgment in using steam while hand brakes are set on the rear of the train in order to prevent the train parting.

"The engine vacuum brake must not be applied (except in emergency) unless the slack of the train is taken out either by the application of air brakes from the engine or of hand brakes from the rear."

In regard to discussion of these rules I am sorry to say that I did not make any preparation, expecting Mr. Stillwell to be here, until this morning, when he wired me that on account of sickness in his family he would be unable to attend. I believe he had quite an array of statistics covering the matter, but I have only been able to gather a few, which I have with me, and which will help to illustrate what has been accomplished on the Rock Island.

I was unable to obtain statistics for the entire system, but have some few relating to the lines west of the Missouri River only. I will say that during the year 1898, on the lines west of the Missouri River, we had 18,345 trains east and 18,193 west, a total of 36,538. We handled in these trains 884,252 cars, an average freight-train load of 23 cars from terminal to terminal. During the year 1898 we had all told 145 breaks-in-two going into stations and making stops, that is, 145 breaks-in-two out of 36,538 trains run. Of these 145 breaks-in-two four ran together, and in each case it subsequently developed that trainmen were not obeying the rules—that failure to observe the rules relative to handling trains by hand brakes from

the rear was the cause of running together after they were broken in two. Investigation proved it to our satisfaction in all four cases. The cost for repairs to equipment, account of these four accidents, was \$903.50. I have figures here which show that one amounted to \$710.00, one, \$145.00, one cost \$18.50 and the other \$30.00, making a total of \$903.50. I am informed that on January 1, 1899, 97 percent of our freight equipment had automatic couplers and 52 percent air brakes.

These instructions to trainmen relative to holding trains with hand brakes were first issued October 1, 1896. Previous to that they were handled in various ways haphazard, without any distinct rules. The last month under the old system, which would be September, 1896, there were reported for the entire system 284 cases of break-in-two; how many ran together I am unable to state. In September, 1897, the corresponding month of the following year, when traffic was much heavier, we had but 52 cases of break-in-two. The first month under the new system, which was October, 1896, when the men were getting accustomed to it, we had 156 breaks-in-two. In October, 1897, the corresponding month a year later, we had 55 breaks-in-two on the whole system, with a total of 238 more trains run in October, 1897, than in October, 1896.

I am sorry to say that these are all the figures I have been able to obtain to present to you, but we are thoroughly satisfied so far that our system is the correct one in handling freight trains.

President: Mr. Jones, I would like to ask if there are any other roads that you know of who are using this method of handling trains.

Mr. Jones: I am not prepared to state as to that; I do not know. We arrived at this from experimenting on our line, not from what other roads had been doing. We found that we were having a good many breaks-in-two, both in air and behind the air, and that it was costing us considerable for repairs.

I might state further that I received recently a report from our general superintendent relative to the cost of repairs, ac-

count of rough handling of equipment in trains, and it showed that in the year 1896 the operating department was charged with \$12,200.13 for breakages of various kinds, draft timbers, drawbars, etc., account of rough handling. You all know that during the year 1896 business was very slack, comparatively few trains being run. For 1897, when traffic had increased from 25 to 50 percent on the various divisions, the operating department was charged with \$14,851.14, account rough handling.

In 1896, when traffic was about the same as 1897, slightly increased, and a material increase over 1896, the cost of repairs due to rough handling of trains was \$10,037.28, a decrease of over \$4,000.00 from 1897 and over \$2,000.00 in 1896—another point we claim in favor of the way we handle trains, causing a smaller number of breaks-in-two and a material decrease in breaks-in-two and run-together in making stops for stations, railroad crossings, water tanks, etc.

President: Gentlemen, it seems to me that this array of figures speaks volumes and is worthy of our consideration.

Mr. Jones: I would suggest that perhaps Mr. Lawrence is prepared to tell us something about his experience on the lines east of the Missouri River.

Mr. Lawrence: I have no figures, as I understood Mr. Jones was compiling them, but I will state that so far as the Southwest Division, the one I am connected with, is concerned, since we put that rule into effect we have had but two breaks-in-two where they got together. The first one was on a one percent grade—a local train. They had about 30 cars and were coming down to a water tank at the foot of the grade. The damage in that case was a broken Janney drawbar and no delay whatever. The other case was on a 58-foot grade, going down Gallatin hill. The damage in that case consisted in pulling out a drawbar. The train broke in two, the automatic couplers came uncoupled and they ran together and made the coupling. About that time the engineer discovered it and thought they were still broken in two, and pulled the drawbar out after they came

together on account of brakes being set on the rear end. Mr. Laughlin is familiar with Gallatin hill, and knows what kind of a place it is for a break-in-two. Mr. Tinsman, who is here, was formerly chief dispatcher on that division, and can probably tell of breaks-in-two they had there before I was connected with the division that I am not familiar with, without going back and turning up the record.

Mr. Tinsman: We had the experience of all roads when we first commenced handling trains partially equipped with air, and this has resulted in our present rules. I recall one case in particular of a break-in-two. A train consisting of 34 cars, 15 of them equipped with air, broke in two on the Gallatin hill that Mr. Lawrence speaks of. At that time the men hadn't been accustomed to depending on the air any, and had some brakes set on the rear end, and the damage was not so great as it would have been. Before this rule went into effect our men had discussed the thing a good deal, and some of them were using it.

Mr. Cook: I will say that my experience on the Southwest Division, which has been for a good many years, only corroborates what Mr. Jones and others have said about the matter. I am satisfied that our system of handling air-equipped and non-air cars has resulted in a great saving, not only in the matter of stopping trains at water tanks, stations, etc., but in going down through sags, where it prevents the slack from running up and causing break-in-two and run-together. I think there is no doubt but that we are practicing the proper thing.

Mr. Lawrence: Another thing about our method of handling trains, we haven't sustained the damage to freight by the sudden application of the air ahead bunching the cars and knocking the freight over. We have several local agents here today, and I would like to hear from them in regard to that matter, if they have noticed it in handling freight at their warehouses.

Mr. Isitt: I have noticed freight disarranged in the cars but don't know how it got that way. Very often we receive cars which have every appearance of having been loaded all

right in the first place, but reach us all mixed up, some freight in the end that was loaded in the center and all more or less broken up. From time to time we have had a good deal of trouble with claims made by distant divisions that freight has not been properly loaded at Kansas City. Cars that left us in what appeared to be in perfect condition there would be big claims for damage when they reached destination. How much of it is attributable to rough stops would be something hard to determine. Many of them are way cars which have been partly unloaded en route, and the damage may be occasioned by trainmen failing to take the freight down when they are unloading at one station. That is a very prolific source of trouble, and no doubt results in a great deal of damage by freight falling down when the support is taken away. As has been stated, considerable damage may be caused by rough stops while the car is on the road, but only being at one end, I am not in a position to say how much. The cars show no evidence of rough usage. In loading miscellaneous merchandise you have all kinds of freight, some of it bulky, some springy and some won't give at all, and you are bound to observe station order more or less. You could probably load the car so that the freight could not be moved or damaged if it was all for one station, but where it is for a number of stations and loaded in station order, no matter how much care is used in loading, a sudden stop or start is sure to disturb the car sufficiently to cause breakage.

Mr. Welch: I would like to ask Mr. Lawrence what are the longest trains that are run on the Rock Island.

Mr. Lawrence: From 50 to 75 cars.

Mr. Welch: Do they ever get into three pieces?

Mr. Lawrence: We have had such cases.

Mr. Welch: Then what? Who stops the middle part?

Mr. Lawrence: We do the best we can. Sometimes the conductor will place his men in a little different shape, according to what kind of a train he has. A good many times he brings the head man back behind the air. I don't remember

that we have had a three-piece train since I have been on the division, over three years.

Mr. Welch: If you have 70 or even 50 cars you have got to have a pretty good, careful brakeman to hold those cars out. Who do you hold responsible in case you have an accident?

Mr. Lawrence: We hold the men at fault.

Mr. Stevenson: What proportion of your cars were equipped with air in 1896 as compared with 1898? I believe that would be a big factor.

Mr. Lawrence: Something like 33 percent at that time.

Mr. Stevenson: That must be taken into consideration.

Mr. Miller: What proportion of your cars are equipped with automatic couplers?

Mr. Lawrence: About 97 percent.

Mr. Stevenson: I don't see any necessity for holding back the hind end if the engineer understands his business. That's the way they do on those mountain roads. The trainmen have no business monkeying with the air. One man should be right behind the air. If there is a swing man, that is his place. If there is only a head man, his place is on top ahead, and the conductor and hind man behind him.

Mr. Miller: I would like to ask the Rock Island whether this rule is intended to prevent breaks-in-two or getting together?

Mr. Lawrence: It prevents both.

Mr. Stevenson: I would like to have this question held open until the next meeting, and I will write to Mr. Sample, Genl. Supt. of the Denver & Rio Grande. He has some very interesting statistics on this subject.

Mr. Lawrence: I have had some experience on a mountain road where trains were held from the hind end, and we didn't have very many breaks-in-two either. That was the Colorado Midland.

Mr. Laughlin: We are following instructions gotten up by our superintendents and master mechanics who issued air-brake orders relative to handling freight trains. I was in hopes today of hearing strong discussion between the Rock Island and M.

K. & T., because we run over the M. K. & T. sixty miles from Moberly to Hannibal, and our trainmen are required to comply with their rules, and their method of handling trains partially equipped with air is directly opposed to the Rock Island. I took the matter up with their trainmaster, Mr. Davis, on that division some three or four weeks ago, and he told me he would try and be here. Mr. Jones has some very nice figures compiled, and I would like to see the result from an M. K. & T. standpoint.

As far as the Wabash is concerned, our instructions are like this: When there are seven or more air-brake cars in a train the engineer will control the movements of the train. When there are less than that the trainmen assist.

Mr. Welch: We tried holding trains from the hind end and it didn't work. Then we went back to having the head end do all the holding. We have reduced our breaks-in-two 90 percent. I will say, though, that if the Rock Island method is the best we want to know it. We would be only too glad to adopt it.

President: It is only fair to the Rock Island to state that I don't think they are trying to force their methods on other lines, but it was rather at my solicitation that they consented to favor us with a statement of what they have accomplished. It is a matter of indifference to them whether other lines pursue the same policy or not.

Mr. Mulhern: I can not agree that the Rock Island rule advanced by Mr. Jones is a fair criterion, for the reason that previous to October 1, 1896, it seems they had no rules governing the handling of freight trains partially equipped with air, but since that date have given the matter especial attention, and almost any subject that is given as much attention as this would certainly show as much improvement.

There is no question but what railroads are passing through the most critical period of their history in handling freight trains, on account of their being partly equipped with hand

brakes and partly equipped with air, although as they become more nearly equipped with air it will be getting better.

On the theory that we could reduce the damage to freight, as well as equipment, we started in some years ago to educate our engineers to use more care in the handling of air in their trains from the head end, and insisted upon an engineer having a better understanding with his conductor before starting out as to just what was in the train, and how many cars of air in working order, believing that the only logical way to handle a train partly equipped with air was from the head end. If not, why are we applying air brakes to cars, if we are going to handle trains by hand brakes?

Our engineers accepted the suggestions kindly, and have now reached a point where they handle trains over hogbacks, through sags and into stations in a manner that prevents the rear end running into the head end to such an extent that our accidents from this cause are practically nothing.

When we go back to having the brakemen hold the train, it seems to me that we are beginning at the wrong end, or rather going back to the primitive way of holding a train. They are the poorest paid men on the train, and the man that ought to be educated to hold the train is the man at the head end, who gets double the salary of a brakeman, and has the power to hold the train. I believe this traveling engineer who is here today will bear me out in saying that engineers can be educated to handle the air and keep the train bunched up over hogbacks and into stations. While we have no written rules on the subject, instructions have been instilled into engineers by road foremen and other officers to allow the train to bunch up before applying the air in making service stops. However, we may be better fixed in that respect than most other roads, because our trains are more nearly equipped with air, as our largest freight trains seldom exceed 20 to 28 cars.

Mr. Schraag: In the first place I will say that I agree with Mr. Mulhern that the engineer is the man that should be held responsible for handling the train. If the engineer understands

his business he should be able to handle the train under any condition, going into any station or making any stop, and in such a way that if they break in two they won't run together. As Mr. Welch stated, we tried in the beginning to hold trains from the rear end. The result was disastrous. We had one break-in-two after another. I don't know what sort of a road the Rock Island is, but the M. K. & T. is a road full of hog-backs. When it was built it looks like they disturbed nature as little as possible. Sometimes a train will be on two or three hog-backs at once, and under such circumstances it is very difficult to handle a train. With light engines there is not so much damage from breaks-in-two, but with engines weighing from 60 to 87 tons no brakeman holding the train behind the air cars can keep the slack out. No matter how hard the rear brakeman sets up the brakes, when the engine strikes the hill she will crowd back against the head end. Bunch your slack at the head end and make one man control the train. If the brakes are set on the rear, when the engine rushes down the grade the slack is held out, and as the engine goes up the next hill the train bunches up, and going down grade again it causes it to stretch out, and something is going to break in two. It may be down grade to the next stop, and the first thing they know is when they crash together. As long as it is daylight there is no trouble, but at night and especially in stormy weather it is impossible for the trainmen to tell when the train is broken in two.

When we found that the trainmen could not handle the trains from the rear end, we commenced experimenting with the head end, and the result was that instructions were issued that the engineer should hold the train whenever he had in his judgment enough air brakes to hold it with safety. The brakemen assist only when the engineer calls for brakes, and then they set brakes immediately behind the air. Since that rule was adopted on the division that I have charge of, I will say that for two and a half years, at least, there has not been a break-in-two and run-together. That is the Sedalia Division,

and it is the worst division there is. We have grades there from 56 to 62 feet to the mile, and, as I said, there are hogbacks so close together that a train is on three at once. We haul from 30 to 50 cars in a train, and our engines are 67 tons. Quite a number of our stations are at the foot of a grade, and there are places where trains will follow an engine six or seven miles if they are broken in two. In those places we have instructed our enigneers how to handle the train so that it is impossible if they are broken in two to run together. At places where we have had the most trouble we haven't experienced any trouble since adopting this rule, except in one or two instances, and they were caused by the good success we had in handling trains causing the men to get careless and disobey instructions. Our instructions to engineers in handling trains over hogbacks and through sags are as they get over the top to give the engine more steam and keep away from the rear end until the caboose comes out of the sag, and then ease off until he feels the slack settle up, as it has run up from the hind end.

In that way we have overcome 90 percent of the breaks-in-two that we had while handling trains from the rear end. I understand the Rock Island train and enginemen, before their rule was put into effect, claimed that trains could not be held from the rear end. Our train and enginemen were just as emphatic that they could not be held from the head end. They insisted that it could not be done. I have had engineers tell me that their trains would break into forty pieces if they tried to hold them that way. Some of our old trainmen could not be convinced until they saw it tried. Some conductors said they would not handle trains that way, and two positively refused unless they were relieved of all responsibility. They were reported to the superintendent and he called them down on it. They were simply not used to it. It was something new. One of the reasons I think why all roads have had more or less trouble in the operation of air brakes is that train and enginemen were compelled to learn railroading over again. You take our oldtime engineers, it was a hard matter to teach them a

new way to handle an engine. Under the old system of handling from the rear end the engineer must shut off steam before he went over the top and the brakes set on the rear would keep the slack stretched out. We changed that by instructing that under no circumstances must the engineer entirely shut off steam until his engine turns over the hill. This is one of the biggest advances we made in instructing them in that matter. Another thing is in the matter of the distance a train will run. As I stated before, we have places where they will run five, six or seven miles. One very bad place is Calhoun water tank, where a train has been known to follow seven miles. I have had engineers tell me, "You can't hold me responsible for having trouble here," because a train will run that distance, and have asked me how I would prevent it. The instructions are in going down through those dips where a train is liable to break in two to shut off and let the train roll up on the other side. If they happen to break in two—a pin jumps out—the hind end won't run any farther than the next up grade. It won't get over and catch them at the station.

While trainmen may know that a train is broken in two in daylight or on bright nights, on stormy and rainy nights I claim it is impossible for any man or set of men, when a train is broken in two, to know whether the hind end is one or a dozen miles away or together. By handling trains according to our instructions they can feel perfectly safe anywhere.

Mr. Sheehan: I have had practical experience both on level track and on a hilly road, and I will have to uphold the practice and rules in operation on the Rock Island. It would be very difficult indeed for us to carry out some of the suggestions heard from our friends of the M. K. & T., because the majority of our trains are scheduled over twenty miles an hour—twenty-two some of them, including stops. We go a little further than the Rock Island, however. We use the same rule, except that we compel one of the crew, either brakeman or conductor, to ride on the car immediately behind the air approaching all stopping

places. They hold the slack just as explained by the Rock Island.

Previous to the Alton Road adopting this plan we found our main line blocked very frequently by detached portions of trains running together. Since the adoption of this rule the trouble has been overcome almost entirely. On the division that I am connected with we have 260 miles of main line. Nearly every daily report shows some train breaking in two, that is something that, like other lines, we have been unable to stop, but they don't run together as they did previous to adopting that rule.

Mr. Schraag: Our trains are scheduled just as fast as the engines can pull them, both up hill and down. If you compel the engineer to wait for the trainmen to go and set brakes to make the stop going into a station you are causing a delay.

Mr. Tinsman: Going into a station the rear end is held up to take the slack out of the entire train. It reduces the speed, but you will get the braking power behind where it will do the most good in case they are broken in two. That is, it retards the movement of that portion of the train, and the damage could not be great if they struck. You are bound to have cases where they will run together in making stops, but the damage is very light.

Mr. Schraag: Another thing is the difficulty in getting trainmen to use hand brakes when there are air brakes on the train. We found it almost impossible to get brakemen to set any brakes with the exception of the caboose brake.

Mr. Tinsman: We haven't had any experience of that kind.

President: I will say for the information of the Rock Island that I have understood from parties who have made observation of the handling of trains on that line that the brakemen didn't actually assist with the hand brakes when they had enough air brakes on the train to handle it, but that they were out on top. Have you had any trouble with your men in this respect?

Mr. Jones: These four cases that they got together were where they didn't set brakes according to instructions. All of our superintendents and trainmasters make from twenty-five to

forty-five hundred miles a month, traveling on passenger and freight trains, putting in all the time available on freight trains, and while there may be cases when we are not on the train, I have never failed to find them out when I have been in a position to observe them.

President: It would hardly be expected that they would violate the rule when the trainmaster or superintendent was on the train, but you can't ride ten percent of your trains, and the other ninety may handle them in the old way so far as you know.

Mr. Jones: We often get on at stations where the men don't expect us and observe whether brakes are set, etc., and trains that we meet in going over the road.

Mr. Schraag: I wasn't going to mention it, but I have been told the same thing that Mr. Carson speaks of by a party riding over the Rock Island road.

Mr. Lawrence: Here is a notation one of our conductors made on his accident report of a break-in-two where they didn't get together: "If the rear end hadn't been handled as it was it would have made a bad wreck." The conductor made this remark of his own accord, and it shows how they feel about this method of handling trains.

Mr. Welch: He said that to show that he was tending to business.

Mr. Schraag: I don't understand how the Rock Island or any other road can hold two sets of men responsible for doing the same work.

Mr. Lawrence: Mr. Mulhern, don't your men hold trains from the rear end sometimes?

Mr. Mulhern: They are out on top to render any assistance necessary or prevent accidents, but they don't make a practice of holding trains from the rear end.

Mr. Lawrence: The reason I mention it is that I rode on one of your freight trains from Cameron Junction to St. Joe recently, and there wasn't a hill or a station but what the rear brakeman held the train.

Mr. Mulhern: I don't understand why they should if they had air brakes.

Mr. Cook: I had occasion to go from Cameron to St. Joe a few days ago on your local train, I believe it is No. 93, and very naturally got to railroading with the trainmen. Going into stations I observed that the hind brakeman who was the caboose-man, always applied the caboose brake, and the brakes on two other cars ahead of the caboose were also applied. They mentioned, or rather gave me to understand, that it was customary to hold trains that way.

Mr. Mulhern: They might in a few cases where they haven't enough air to hold the train, but there are very few of our trains that haven't three or four cars of air.

Mr. Stevenson: A train can be controlled with air, I don't care where you are or how many "razorbacks" you have. The engineer can hold the train any place if he is attending to business, provided he has air enough. Of course, if he only had two or three air cars out of twenty it wouldn't be enough.

Mr. Lawrence: We never started down the grade at Cascade without having all the hand brakes set up too.

Mr. Stevenson: You did that because you couldn't recharge before the train would get away.

Mr. Tinsman: We had a case a short time ago where there was a grade of 27 or 28 feet per mile for three miles to a station where they stopped for water. They had nine cars of air and broke in two and ran together, and the only damage was a broken knuckle on a Janney drawbar. Do you think if the engineer had been handling the air it could have been avoided?

Mr. Stevenson: I came pretty near losing my job once because I held a train down Soldier Summit. I didn't have more than three non-air cars in the train and I tried to hold it from the hind end and pulled out a drawbar and ditched the train. Mr. Welby, the Genl. Supt., said to me, "I want this to be a lesson to you. We have engineers on this road and we have these trains equipped with air, and I don't want you or any

other conductor or brakeman trying to hold a train on this system from the rear end."

Mr. Schraag: I would like to ask if the trainmen are holding a train downhill and the engineer sees something on the track and applies the air in the emergency, if it don't upset things generally on the rear end?

Mr. Jones: I don't know that we have had anything of that kind. I don't see why it should if there are sufficient brakes set on the rear to control the speed of the train.

Mr. Schraag: If the grades were not too great I don't say it might not work, but it did not work very well on the M. K. & T.

Mr. Jones: How many cars do you handle in a train?

Mr. Schraag: From five to fifty.

Mr. Jones: Suppose you had thirty, how many cars of air would you consider sufficient to handle the train?

Mr. Schraag: We leave that to the judgment of the engineer, because the conditions are not always the same. If he finds he hasn't sufficient air to control the train he tells the head man that he wants assistance. We leave it entirely to his judgment.

Mr. Jones: Then you do hold both ends of the train in case there are not enough air brakes.

Mr. Schraag: The timecard says the engineer shall notify the trainmen and they will assist him. There are times when it is necessary.

President: Perhaps it would be better to postpone further discussion until the next meeting, as it is getting late.

Mr. Welch: I move that we lay the matter over until the next meeting.

The motion was seconded and carried.

There being no further business the meeting adjourned until March 8.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., January 31, 1899.

The meeting was called to order at 10 a. m. by Mr. Loomis.

The following roads were represented:

B. & O. S-W. Ry.....	H. C. BARNARD.
C. I. & L. Ry.....	L. H. PARKER.
“.....	B. O'BANNON.
C. C. C. & St. L. Ry. and C. & O. Ry....	M. L. AKERS.
Southern Ry.....	H. B. SPENCER.
P. C. C. & St. L. Ry.....	N. B. BOILVIN.
L. H. & St. L. Ry.....	A. M. MCCracken.
I. C. R. R.....	W. J. HARAHAN.
L. E. & St. L. R. R.....	M. L. AKERS.
L. & N. R. R.....	J. C. LOOMIS.

Mr. Loomis called the meeting to order and explained why this meeting was called. The first thing in order was to elect a temporary chairman. This was done in the selection of Mr. H. C. Barnard, he taking the chair. Mr. B. O'Bannon was made temporary Secretary. The Chairman announced that they were ready for business. The following motion was duly seconded and carried: "That we organize the Louisville Division of the Central Ass'n of Railroad Officers, and that it abide by

the rules and by-laws as will hereafter be adopted for the government of this organization."

The Chair announced that they were then ready for the permanent organization, which resulted as follows: A. M. McCracken, President; W. J. Harahan, Vice-President; J. C. Loomis, Secretary.

B. O'BANNON,
Temporary Secretary.

The President then took the chair. A motion was duly seconded and carried that the Secretary act as Treasurer, and that his title be Secretary and Treasurer.

On motion, duly seconded and carried, the President appointed a committee of three to prepare rules and by-laws for the organization. Appointed: H. B. Spencer, H. C. Barnard, and M. L. Akers. After consultation the Committee asked for further time. Granted.

The Secretary was instructed to get copies of rules and by-laws from St. Louis, Peoria, Columbus, Toledo, Indianapolis, and Cincinnati Associations.

After considerable discussion, Wednesday, Feb. 8, at 2 o'clock, was fixed as the time for the next meeting, and at the same time have the regular monthly Car Service meeting.

Adjourned 11:55 a. m.

A. M. McCracken,
President.

J. C. LOOMIS,
Secretary and Treasurer.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., February 8, 1899.

The meeting was called to order at 2:30 p.m. by the Vice-President.

The following roads were represented:

B. & O. S. W. Ry.	H. C. BARNARD.
C. C. C. & St. L. Ry. and C. & O. Ry.	M. L. AKERS.
I. C. R. R.	W. J. HARAHAN.
"	H. J. SCHUING.
L. & N. R. R.	C. J. KLEIN.
"	C. A. DAVIES.
"	J. G. CLIFFORD.
"	J. B. ARBEGUST.
P. C. C. & St. L. Ry.	N. B. BOILVIN.
Southern Ry.	H. B. SPENCER.

The minutes of the previous meeting were read and approved.

Constitution and by-laws were read as proposed by the committee, after which it was moved and carried "that each section be read and passed upon separately." The following changes were made: "That the word Treasurer be added wherever the word Secretary appeared, so as to make it read Secretary-Treasurer."

It was moved and carried "that 10 o'clock a. m. be fixed as the hour of meeting."

After correction the constitution and by-laws were adopted as a whole, and the committee discharged with thanks.

The following names were given the Secretary-Treasurer to notify for the next meeting: E. E. Snider, R. M., Lagrange; A. S. Baldwin, R. M., Elizabethtown; O. B. Hollinsworth, T. M., E. Louisville; R. C. Morrison, T. M., Union Station; C. E. Walker, M. M., Washington, Ind.; J. R. Casey, T. M., Washington, Ind.; H. J. Scheuing, T. M., I. C., city; J. C. Lacey, I. C., city; R. M. Boldridge, M. M., city; J. G. Clifford, M. M., L. & N., city.

No further business the meeting adjourned to meet in this office the second Wednesday in March at 10 a. m.

W. J. HARAHAH,
Vice-President.

J. C. LOOMIS,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

MARCH.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

W. G. BESLER.....President.
M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

W. G. BESLER, Chairman.
M. S. CONNORS. C. E. CARSON. F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELEY. J. W. RILEY.

DIVISIONS.

A. GALLOWAY..	President.....	Cincinnati Division.
J. W. RILEY.	“	Indianapolis “
T. J. ENGLISH.	“	Columbus “
A. H. SMITH.	“	Toledo “
C. L. NICHOLS.	“	Peoria “
A. T. PERKINS.	“	St. Louis “
C. E. CARSON..	“	Kansas City “
A. M. McCracken.	“	Louisville “
W. H. BRIMSON.	Vice-President.....	Cincinnati Division.
A. A. ZION.	“	Indianapolis “
J. H. GLOVER.	“	Columbus “
V. A. RITON ..	2d Vice-President.....	“ “
J. W. SHERWOOD.	Vice-President.....	Toledo “
H. P. GREENOUGH.	“	Peoria “
EDWARD DUNLOP.	“	St. Louis “
J. W. STARR	“	Kansas City “
W. J. HARAHAN.	“	Louisville “
O. G. FETTER.	Secretary	Cincinnati Division.
G. B. STAATS	“	Indianapolis “
J. D. BERRY.	“	Columbus “
WM. GROGAN	“	Toledo “
A. J. ELLIOTT.	“	Peoria “
F. E. ANDERSON.	“	St. Louis “
B. H. GARRIGUES	“	Kansas City “
J. C. LOOMIS.	“	Louisville “
O. G. FETTER.	Treasurer	Cincinnati Division.
G. B. STAATS.	“	Indianapolis “
J. D. BERRY.	“	Columbus “
WM. GROGAN.	“	Toledo “
A. J. ELLIOTT.	“	Peoria “
F. E. ANDERSON.	“	St. Louis “
“	“	Kansas City “
J. C. LOOMIS.	“	Louisville “

COMMUNICATIONS.

To the Officers and Members of the Central Association of Railroad Officers:

I believe all will concur in the general satisfaction which the appearance of our February Proceedings creates. A hundred pages of interesting reading matter is the criterion to which we should attempt to bring our proceedings regularly each month. The excellence of the work in some of the Divisions is a matter of congratulation; let those whose standard is low endeavor to emulate this example and improve thereon. We improve ourselves only by hard application and slowly and painfully pegging away in our effort to raise the standard. We advance so slowly as to seem at times almost stationary. It is so easy to slip back, we go by leaps and bounds in the downward progress. Who has not noticed this in his own experience at a washout or serious accident. The first day the men wash their faces and comb their hair before going to meals, the second day it is an effort to get them to do so, while by the third day they are already semi-barbarous in their manners. It would require but a week to reduce them to savages.

We present with our proceedings this month another chapter on the subject of Bunching of Cars—Contract Obligations, by Mr. Prall, which we recommend to your favorable attention.

A short sketch by Manager Elliott, of the Illinois Car Service Association, on Responsibility for Delay by Terminal Companies is a further argument in evidence of the advantage in the prompt and efficient service made possible by car service rules

properly applied, and if memorized and made a part of our individual knowledge may be found useful.

Manager Berry, of the Columbus Car Service Association, presents a thought in connection with car service rules for all stations, local or competitive. Will some of our car service people attempt to answer the argument?

Mr. J. R. Cavanagh, of the Big Four, gives us in a new dress his hobby of a car pool. Unquestionably there is merit in his scheme, but the time does not yet seem to be ripe for its development. Still all great reforms come slowly, and the movement must be kept alive by its enthusiasts. We shall be glad to read further arguments by Mr. Cavanagh on this theme. To be broadly educated we must know a matter in all of its phases. Most disputes among men are because many people are so constituted that they are only able to see one side of any fact or feature, and having seen that one view, they think that it is the only true, the only correct one.

I wish to call the attention of the members of the various Divisions to the paragraph at the top of page 5 in the January proceedings, wherein it is requested that no Division take final action upon the matter of Rules Governing the Charge to be made for Passenger Equipment, etc. We should not in this Association promulgate a set of rules which are only local and may be at entire variance with rules adopted by the Association of Car Accountants or the American Railway Association. What we should do is to get the consensus of opinion from all Divisions, submit it to the Executive Committee, who will formulate a report to be forwarded to the American Railway Association as the action of the Central Association on this subject, and endeavor to get that Association to give our recommendation consideration. If what we submit is practical and good it will undoubtedly receive the attention it deserves.

We therefore request again that our Divisions be governed accordingly.

Respectfully submitted,

W. G. BESLER,
President.

To the Officers and Members of the Central Association of Railroad Officers:

We are pleased to be able to submit with this a communication from Mr. S. R. Kramer, Superintendent of the Sandusky Division of the L. E. & W. R. R., on the subject of "The Organization and Operation of Terminal and Local Yards."

This is a good, live subject. In fact, if the slang may be excused, we often find it a "hot" one. There are always two classes of men in active demand, viz.: *good* yardmasters and *good* chief clerks.

I would request each Division appoint a member or a committee to work up this subject of organization and operation of yard service. Our terminal superintendents certainly should have an active interest in the development of this subject.

Respectfully submitted,

W. G. BESLER,
President.

Terminal Companies—Responsibility for Delays.

ASHLEY J. ELLIOTT, MANAGER ILLINOIS CAR SERVICE ASS'N.

It is a demonstrable fact that switching and terminal companies are above all others most vitally interested in securing a prompt movement of equipment for the following reasons:

1st. Where terminal companies are patronized by railroads it is usually because the right of way and facilities of such switching company are too excessively valuable to duplicate and therefore too expensive for storage purposes.

2d. One of the greatest benefits from the enforcement of car service rules is in the reduction of switching expenses. The delay to one car acts as a bar to the delivery of other cars on that same track, necessitating rehandling, the expense of which falls on the switching company.

In a city recently placed under our jurisdiction we reduced the number of loaded cars by the enforcement of car service rules over 45 percent in ten days. This, by reduction in num-

ber of switching engines and yard crews, is of more benefit to a switching company than to the owners of the cars, for the reason that the latter would only be benefited in case they needed the cars, while the switching company saves in direct expenditures.

3d. More damage to cars results from switching in yards than from train service. Extra handling means extra hazard, extra expense for repairs to cars, engines, tracks, etc., all of which comes out of the coffers of the switching company.

4th. Other hazards, such as fire, leakage, breakage, stealage, wreckage, etc., are increased by increased delays, and for these the switching companies are responsible, or if they escape responsibility in any instance it is at the expense of ill feeling on the part of their patrons.

5th. Switching companies can be arbitrary and exact what is right of their patrons without losing business, and of all other railroad corporations they ought to be foremost in educating the shipping public to handle their business with system and dispatch. Morally, switching companies are obligated to render the best service possible to the railroads they serve, and when experience teaches and statistics prove that the most satisfactory service can not be furnished unless the prompt loading and unloading of cars is enforced, and when the records kept for the terminal company's own office are reducible by prompt car movement more than the additional records the owners of the cars desire kept would amount to, switching companies are seemingly standing in their own light when they do not willingly, cheerfully and eagerly assume the responsibility for all delays to cars on their own rails.

Lima, Ohio, March 11, 1899.

Mr. W. G. Besler,

President Central Ass'n of R. R. Officers,
Beardstown, Illinois.

Dear Sir: In compliance with your suggestion as to the members of the C. A. of R. R. Officers suggesting to your Com-

mittee subjects to be presented for discussion in all Divisions, would like to suggest a subject which I think is one of interest to our Association, and that is The Organization and the Operation of Terminal and Local Yards. By this I mean the personnel of yardmasters, the kind of records to be kept that are best suited for such work, the method of keeping same, and their bearing upon the work. Also a general outline of organization, showing what is to be required of all yard employees and trainmen entering yard. I can best give you an idea of about what I mean by giving you in part my ideas of how yard should be handled. I know possibly that my opinion will meet with considerable criticism from different sources, but I think, having actually had an extensive experience in this line, that I will be able to convince the most skeptical that the best results are brought about by following out these ideas, although I am always open for suggestions and argument.

In the first place, I think the yardmaster should always be a man of office experience, say a train dispatcher or agent, and one who is capable of telling whether or not a proper record and check is kept on everything connected with the movement of cars through yard. He should have sufficient force to be able to keep a good seal and car record, both at interchange tracks and of in and outbound cars, and a quick record, such as the Borner Record, or a modification of same, for cars for his station proper or going to connecting lines. Of course this would be desirable for through cars, but is not absolutely necessary. Also conductors, upon arrival at such a yard, should leave a list of train, showing where each car is destined, and if cars are to be weighed they should be so marked on list. This for the purpose of allowing engine foreman to take list and know exactly how to switch without waiting for yard clerk to take record and card cars, which is done in some places. The carding of cars by yard clerks, of course, is preferable for cars going to junctions, warehouses and team tracks, and in some large yards absolutely necessary; but this can be done by yard clerk after train has been switched without much difficulty if

the yardmaster has the proper system, and that is a place for each lot of cars going to any one connection, repair track or team track. Sometimes it is hard to convince the average switchman that they can always keep a certain track for a certain class of business, but I have found that while at times it looks as though one is losing time in doing this, that in the end time is saved; by this I mean that before finishing the switching of a train and cars contained therein should be placed in the proper tracks for distribution to the different points for which they are destined.

I have had men argue, "Well, how can you do this when you have not the room?" I will say in reply to this that a yard will hold as many cars put in in proper shape as it will when bunched all together indiscriminately. After the cars are gotten together by the engine or engines breaking up trains, if the above lines are followed out, they will be in such shape as to enable the yardmaster to get them onto the engine that handles them to final destination without delay. When the engines take such cars the engine foreman should in all cases be furnished with cards and required to record all cars handled by them on same, showing where taken from and at what point left, with time. This gives a complete record of car and can either be filed or movements put in quick record book and cards destroyed. I have found in small yards that it is practical to keep simply an in and out record for quick reference, and keep these cards on file to show intermediate yard record. There are a number of points in keeping track of apparently small details which I have found to be of great assistance in answering correspondence and explaining delays, etc. Such as keeping records of how long cars are delayed on team or repair track, either loaded or empty, whether or not tracks have been switched each day, whether or not cars delivered to team tracks were properly "spotted" or knocked out of position. These records are quite simple, all being kept on a special blank form gotten up for this purpose, one blank giving all information referred to above, but hard to explain in a letter of this kind,

but would be glad to explain them more fully at some other time. I have used this record in cases when disputes in regard to car service have arisen and have in all cases been able to show my record was much better than that of the car service proper. This scheme, I think, is original with myself, and was put in use by me when general yardmaster in a large city yard through force of circumstances, to defend myself against complaints of car service people and consignees. Like many other things, it was the result of necessity.

I started out to simply suggest a subject, but find I have gone considerably into detail, but have confined myself partially in this letter to the organization of the office, force and records, which I consider of great importance, and, in fact, the primary thing to be looked after in starting our organization, for without it the best man must fail. I will close now, feeling that possibly I have not suggested much of anything new, but as your letter seemed to indicate that you were open for *any* suggestions, I hope you will at least find one in this worthy of consideration. If I can in any way aid your work with further suggestions in this line, will be glad to do so at some future time, if you so desire.

Yours truly,

S. R. KRAMER,
Superintendent.

Car Movement.

BY J. R. CAVANAGH, SUPT. CAR SERVICE C. C. C. & ST. L. RY.

I presume we have all noticed with much regret that, notwithstanding the improvements in the way of heavier cars, *faster trains*, etc., our freight cars do not make as great a daily average performance as they did twenty years ago. The question naturally arises, Why?

The principal reason is the lack of business methods in the handling of traffic:

(1) We store hard coal, coke, scrap, stone and other freight handled by brokers and jobbers.

(2) We force more transfers at junction points than twenty years ago.

(3) Larger number of cars with more varied ownership.

Consequent:

(1) Delays for disposition and reconsignment.

(2) Transferring.

(3) Switching cars as per initials or home route.

The traffic has increased in far greater proportion than the capacity to store and unload it, hence delays that car service does not cover. Many points are not in car service associations, but *should be*.

Twenty years ago car service associations were almost unknown; each road collected at every station, *regardless* of what its competitor did, and delays were less frequent than now. Let any division superintendent take his daily "on hand" reports and figure for himself just how many cars are tied up, multiply this by \$1.75, and the result will give him the loss in "Freight Receipts" alone, not including any car mileage earnings.

Have your trainmaster in one of your bulk yards watch the time consumed and switches necessary to sort out the various cars by initials, although the majority of cases same size cars and capacity. You will soon see where some of the cause for reduced performance comes in. Then, again, at such points as Chicago, East St. Louis, Cairo, Peoria, Sheldon, Seneca, Kankakee, Streator and Joliet see the thousands of cars awaiting eastern empties for transfer, most of them delayed ten to ninety days; what must be the result? Take the cost of transfers, loss in delays and mileage, it would pay interest, depreciations, wear and tear on a larger number of cars than are tied up.

The belt and switching lines have materially helped the thing along, as in most cases they get nothing or a smaller switching charge than for a load, hence they want to hold cars for load, either locally or for any line. They also have no equipment of their own, but do a large "drayage" business in everybody's cars. They also need cars to remove rubbish, for work trains, etc. A recent visit to St. Louis showed fifteen

foreign coal cars in work service, or \$5,250 worth of property in use of switching line and no returns to owners.

What are the remedies?

Car Service at Local or Noncompetitive Stations.

J. D. BERRY, SUPT. COLUMBUS CAR SERVICE ASS'N.

In many of the car service associations which have been organized throughout the country the rules are applicable to competitive stations only. Is there any good reason for this?

It is true that all roads have car service or demurrage rules, but are they enforced as they should be? It is very evident at times that the rules are only enforced at the will or disposition of agents. If they are enforced why are managers of associations constantly met with this query from shippers: "Why do you charge me for the detention of a car at this station when I have had cars at —— Station for days and sometimes weeks without having been asked to pay such a charge?"

The station named is invariably a noncompetitive station, and not under the jurisdiction of the manager and perhaps only about ten miles distant from the station where the charge was made. The manager's only answer can be, "—— Station does not come under my jurisdiction." Then we are charged with discrimination, and is not the charge sustained.

Would not the remedy for this be the placing of *all* stations, competitive and noncompetitive, within the jurisdiction of each association under car service associations, to be governed by their rules. This would practically bring all stations in the State of Ohio under car service rules, and would materially reduce detention of equipment, which is now greatly needed, and save us from the charge of discrimination. Why not try it?

Bunching of Cars—Contract Obligations.

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASSOCIATION.

One of the difficulties encountered in the application of new or in the modification of old ideas is to determine the line of the least resistance.

True car service is obtained by the application of direct and simple rules to the end of the complete control of a car between its loading and unloading, so that it will travel with the least possible hinderance to the end of the contracted service.

To obtain protection car service rules and regulations must be in accord with the law.

Therefore, in order to conform to all obligations, each contract must stand by itself and no consideration should be given for additional service that would in any way cause a complication.

It is not lawful for a railroad to agree to anything that will in any way intervene to the detriment of the general public, therefore the necessity for holding the receiver of the freight to his original obligation, as otherwise it would not be possible to make necessary preparation for other service, nor is it probable that the receiver would make proper preparation for the receipt of his freights.

Therefore, intervening contracts that interfere in railroad service are unlawful where the interference lessens the carrier's control of its equipment.

All contracts pertaining to the transportation of freight in carloads are specific, in that each contract is complete and has no relation to any other similar contract between the same or other parties, consequently, as all regulations must be in accord with specific obligations, the rules for the handling of carload freight must be reasonable in themselves and specifically apply to the individual car.

Any agreement to the contrary between interested parties

for the averaging of time to the end of a longer detention of any car results in irregularity, interferes with the general movement and invariably leads to the abuse known as the "bunching of freight."

The average plan, either twenty-four or forty-eight hours, is an agreement enabling interested parties to hold some freights indefinitely by moving other freights promptly, and there have been instances where railroad equipment has been held for over fifty days without a penalty.

The average plan is an agreement between the railroad and its customers that makes it impossible for the railroad's representative to control loaded equipment within the territory under his jurisdiction. Instead of cars moving to place with regularity immediately upon receipt, deliveries can only be made when the shipper has arranged for unloading at times most convenient for him.

The congregating of large numbers of cars in a terminal invariably results in a shortage of equipment and complaints from the shippers.

The burden is upon the public generally, not only in the inconvenience, but also in the expense, for the producer and consumer are as well in interest in the cost of transportation as are the carriers themselves.

The condition known as bunching is aggravated by the present custom of handling export freight, the ocean tonnage being favored by the absence of regulation and penalty.

In fact, the abnormal conditions at times, known at our large terminals as blockades, are directly traceable to the failure of the carrier to hold parties to the contract to their proper responsibility for their failure to release the railroad equipment by unloading, or by its movement to continue the service to its completion.

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, March 14, 1899.

The meeting was called to order at 11:05 a.m., by President Galloway.

The following roads were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “	MR. C. C. RILEY	Supt. Trans.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER.....	D. M. M.
“ “	MR. MASON RICKERT....	D. M. M.
“ “	MR. J. R. CAVANAGH	Supt. C. S.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
“ “	MR. G. H. WALDO.....	Supt. C. S.
“ “	MR. A. J. BALL.....	A. S. M. P.
C. & O. Ry.....	MR. W. T. SMITH.....	A. M. M.
C. N. O. & T. P. Ry....	MR. W. J. MURPHY.....	Supt.
“ “	MR. J. P. McCUEN	Supt. M. P.
“ “	MR. E. D. CASEY	Agent.
C. N. R. R.....	MR. W. T. BACKUS.....	Supt.
L. & N. R. R.....	MR. BRENT ARNOLD	Supt.
“ “	MR. LEWIS HOOD.....	Supt.
P. C. C. & St. L. Ry....	MR. RALPH PETERS.....	Supt.

President: As the minutes of the previous meeting have been printed and distributed, unless there are objections, the same will stand approved as printed.

Further Consideration of Letter Ballot on Rules for Computing Time, and Rate of Charges on, Loaned Passenger Equipment.

Secretary: At the last meeting I was instructed to take this matter up with the dissenting roads and endeavor to have them change their vote on this subject. I am now in receipt of the following communications:

Erie Railroad Company.

Galion, Ohio, March 9, 1899.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: Returning yours of the 27 ult. and papers received with it relative to above, and again referring to the question of adoption of the proposed rules, it seems to me, as local representatives of our respective roads, we can not consistently consider the proposition to change, without its consent, the rules of the American Railway Association that lay down and define succinctly the basis of the charges to be made on loaned passenger equipment, which are perfectly satisfactory to this company that has loaned from time to time a great many of this class of cars, and has never had any dispute with the borrowing line in regard to settlement under A. R. A. Rules, which also provide for a special agreement between lines loaning and borrowing passenger equipment if necessary, which is not the case with the Erie. We are loth to change rules and practices endorsed by the A. R. Association that so fully meet our requirements as in this case.

Yours truly,

(Signed) C. A. ALLEN,
Superintendent.

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, February 17, 1899.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: Referring to your favor of the 16th of February.

I have nothing further to add than is set forth in my letter of February 1. We would like the rules modified to cover chair and parlor cars, also bridge, ditch or trackage charges, as set forth therein.

Yours truly,

(Signed) GEO. W. LEWIS,
Superintendent.

Secretary: The balance of the roads have all voted in favor of adoption of the rules as proposed. I also have the following letter from Mr. Cavanagh on the same subject:

The Cleveland, Cincinnati, Chicago & St. Louis Railway Co.

Indianapolis, Indiana, March 10, 1899.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: I would suggest making an addition to the rules governing the loaning of passenger equipment as follows:

"The borrowing line will assume all switching charges necessary to get the car from loaning line to borrowing line and return, except as may be agreed upon between the roads interested."

Yours truly,

(Signed) J. R. CAVANAGH,
Supt. C. S.

Mr. Waldo: As a member of the Committee which originally submitted these rules, I wish to say just a word in regard to the communication from the Erie Railroad. So far as their objections are in regard to the American Railway Association, these rules are exactly in line with the rules of the American Railway Association, there is no deviation in any manner. The rules are intended more particularly to outline the time as between one road and another.

Mr. Cavanagh: We found some roads charged three cents per mile for hauling cars to point of delivery, while other roads charged four cents, some five cents, and so on, and the American Railway Association Rules do not cover that point at

all. Another point which has been brought out in the discussion of these rules by the various Divisions is the matter of switching charges, bridge charges, etc., which is not covered by the American Railway Association Rules, and which I would like to have covered by the amendment which I propose to have added.

Mr. Riley: I insisted at the last meeting, and I insist now that the people who have made these criticisms on the rules have not read them carefully, because they specifically state that unless provided for by special agreement the rate shall be so and so, and those rates are exactly the rates as outlined by the American Railway Association.

Another thing that the Committee would like to call attention to is the fact that we are not particularly anxious that these rules be adopted, as we are that a set of rules be adopted by all Divisions and in that way bring about a uniform practice. Some other Divisions might suggest changes in these rules which would be very good, and we could just as well change our views to meet theirs if same was practical.

Mr. Waldo: Another thing I wish to call attention to is the clause, *in the absence of special agreement between parties interested, the per diem charges on passenger equipment shall be*, etc., etc. If the C. H. & D. Ry. desires to loan cars to the C. N. O. & T. P. Ry., and no special agreement is made between the C. H. & D. Ry. and the C. N. O. & T. P. Ry. as to what rates shall be paid or what mileage shall be paid, then these rules are in effect.

Mr. Peters: Have any of the other Divisions of the Central Association taken the matter up?

Mr. Riley: Yes, sir. I think the Indianapolis and Peoria Divisions have adopted them, while the other Divisions now have them under consideration.

Mr. Riley: I think it would be a good idea to request the President of the Central Association, Mr. Besler, after the other Divisions have acted upon the matter, to appoint a Committee to finally draw up a set of rules to meet the views of all Divi-

sions, and then have them adopted by the Central Association as a whole, and then have our action referred to the American Railway Association.

Mr. Cavanagh: I move that this Association adopt the rules as presented by the Committee at meeting of January, 1899, with the amendment as proposed at this meeting, as the rules will then cover the objections of the Erie Railroad and the C. & O. Ry.

Seconded by Mr. Waldo and carried.

Mr. Riley: I move that this Association request the President of the Central Association, Mr. Besler, to appoint a Committee to draw up a set of rules in line with those submitted and adopted by the various Divisions and have them adopted by the Central Association as a whole, and the rules as finally adopted recommended to the American Railway Association for universal use.

Seconded by Mr. Murphy and carried.

**Furnishing Labor to Load, Check and Seal Carload and Less
Than Carload Freight on Private Sidings.**

Secretary: At the last meeting of this Association this matter was referred to the Cincinnati Local Freight Agents' Association for further recommendation and I have their reply as follows:

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, March 2, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held March 1, 1899, the matter of furnishing labor to load, check and seal carload and less than carload freight on private sidings was again considered, and the following resolution adopted:

Resolved, That the preamble and resolution adopted by this

Association at meeting held February 2, 1898, be changed to read as follows:

Whereas, The practice of sending men to load carload and less than carload freight on private sidings has become so voluminous as to be very expensive,

Resolved, That we respectfully request the Central Association of Railroad Officers, Cincinnati Division, to adopt a rule prohibiting this practice in the future.

Yours truly, (Signed) O. G. FETTER,
Secretary.

Mr. Murphy: I move the adoption of the recommendation of the Local Freight Agents' Association.

Seconded by Mr. Riley and carried.

**Relieving Local Agents at Cincinnati from Attendance
at the Chamber of Commerce.**

The Secretary read the following communication:

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, February 24, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: For some time our company has been considering the advisability of relieving local agents at Cincinnati from attendance at the Chamber of Commerce, inasmuch as it requires a great deal of their time, and the duties incident to going on 'Change could probably be performed by the contracting agent or other traffic representative.

We would like to present this matter to the Central Association for its consideration. If local agents are to be relieved from duty, it should be general and apply to all lines. Will you kindly present the matter at the next meeting?

Yours truly,
(Signed) GEO. W. LEWIS,
Superintendent.

It was the sense of the meeting that this was a matter for individual action by each road, and it was moved and carried "that the matter be laid on the table, as it would not be advisable for this Association to take any action on the question, as it would be antagonistic to the Chamber of Commerce."

**Closing Freight Houses at 4 p. m., on Saturdays,
During March and April.**

The Secretary read the following communication:

The Pittsburg, Cincinnati, Chicago & St. Louis Railway Co.

Cincinnati, Ohio, February 21, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: The Merchants' and Manufacturers' Association at Cincinnati ask that we keep our freight houses open until 4 p. m., on Saturdays, during the months of March and April for the purpose of receiving their outbound business. Will you please address a communication to each one of the roads and ask if they are willing to change the agreement to enable us to accommodate our wholesale merchants? I am in favor of doing this.

Yours truly,

(Signed) RALPH PETERS,

Gen'l Agent and Supt.

Mr. Peters: For your information would state that a short time ago I met the President of the Merchants' and Manufacturers' Association and he brought up this question of keeping freight houses open Saturdays. Among other things he stated that the manner of doing business by our country merchants who trade in Cincinnati has changed considerably, and that they generally send in their orders so that they reach here in Saturday's mail, and as a general rule they all want their goods in their store Monday morning, and stated that for this reason Saturday had become a very heavy day. He stated further that

we were injuring the trade of Cincinnati and driving orders away, for if they held the orders until Monday the goods would not reach destination until Tuesday, and parties would not be able to get their goods on sale before Wednesday, and that it was hurting them more particularly in the months of March and April, when they had the spring trade, and in September and October, for the fall trade. I find that the matter meets with considerable objections among our connections here in regard to keeping the freight houses open on Saturday afternoons. I believe, however, that the matter is worthy of consideration, and that a Committee should be appointed to take the matter up and investigate it with our heavy shippers. I would dislike very much to go back to the old plan of keeping freight houses open Saturday afternoons, but if there is any danger of driving trade away from Cincinnati we should give the matter thoughtful consideration.

Secretary: I took this matter up with all roads interested and have received replies from the L. & N. R. R., C. C. C. & St. L. Ry., B. & O. S-W. Ry. and C. & O. Ry., none of whom are in favor of the proposition.

President: For the C. H. & D. Ry. I will state that we are not in favor of changing the hour for closing.

Mr. Murphy: I move that the matter be referred to the Cincinnati Local Freight Agents' Association for thorough investigation and report.

Seconded by Mr. Arnold and carried.

Exposition for Cincinnati in 1900.

The Secretary read communication [from the Hotel Association of Cincinnati, and it was moved and carried that "the communication be referred to the Cincinnati League, and that Association notified accordingly."

Amendment to Rules for Returning Switch Cars.

Mr. Arnold: I would like to offer the following amendment to the rules for returning switch cars at Cincinnati, same to be included as a part of Rule 3:

"Reconsigned cars belonging to roads terminating at Cincinnati must not be forwarded beyond the switching limits except via the line owning the car, or without said owner's permission."

I do not find anything in the present rules which covers this point, and would like to see the same adopted.

Mr. Murphy: As an amendment to the present rules, I move that the matter be referred to a special Committee for consideration and report at the next meeting.

Seconded by Mr. Riley and carried.

President: I will appoint as that Committee Mr. W. J. Murphy, Chairman, Mr. W. H. Brimson and Mr. Lewis Hood.

Discussion on Paper, by J. R. Cavanagh, Relative to use of Cars in Switching Service.

Mr. Riley: I read the paper referred to and I do not know how we can discuss it, except to elaborate on what Mr. Cavanagh has said. The paper covers the points fully and in the same line which I regard these subjects, and if any criticisms were made it certainly would be favorable, and, I for one, am unable to add anything to what has already been said.

Mr. Cavanagh: There is one point that I am specially anxious to bring out, and that is the basis for fixing the switching rates. We get a notice today that a certain switching rate will be so much on a loaded car and perhaps nothing for an empty; another notice where a certain charge will be made for a loaded car and a certain charge for the empty, and so on, and we have to keep track of them all; whereas, if we had a uniform rate

for switching, whether loaded or empty, this trouble would be obviated. If such a rule could be arranged to make this practice uniform, the switchmen, yard clerks and various other men would not have to keep track of the loaded and empty cars. We have a great many cases each month about correct charges, and it requires considerable correspondence and writing back and forth, and if a rule of this kind was adopted it would do away with all that, and I can not see from my standpoint why a uniform rate could not be adopted.

Mr. Peters: I think that the two words "Per Diem," as expressed at the bottom of page 16 of the January proceedings, cover the whole matter, except the switching charges, as local conditions and reciprocal conditions are what govern in making switching charges. I do not believe that we can regulate the matter of switching charges very easily at the present time through our Association.

Mr. Cavanagh: It is not my intention to ask this Association to regulate or fix the amount of charges; it is the method. One road might charge five dollars for a loaded car and nothing for an empty; why not make it three dollars for every move?

Mr. Peters: Your idea would be to adopt a uniform rate, regardless of whether loaded or empty?

Mr. Cavanagh: Yes, sir. I handle all the switching service on the Big Four System in my office. It is very near half our work checking up the loaded and empty charge, and it was my idea to have the traffic department say if we can make a certain rate per car, regardless of loaded or empty, and you will find that you will get about the same revenue with half the work. Say we are switching a car for the Pan Handle at Indianapolis, we have got to find out whether it is a loaded or an empty car before making the charge, whereas if we had a flat rate we would not care whether it was an empty or a loaded car. The revenue on the total transactions would be about the same.

Mr. Murphy: This is quite a large question, and I do not see how we can handle it as the local conditions in large cities

govern; we have one agreement with one road and one with another, and so on, it being governed entirely by the local conditions.

Mr. Cavanagh: I believe the matter can be adjusted if brought to the attention of the proper parties in the proper manner.

Mr. Waldo: Mr. Riley and myself were members of a Committee of the Central and Western Car Service Association of Chicago to meet with the belt lines at the various large centers, and a short time ago we went to St. Louis and met with the various terminal associations there in regard to the matter of payment for cars on per diem system, and we found there that certain conditions existed in regard to the movements of cars, the bridge company charging for a loaded car and not for an empty. I was very much pleased to hear the belt lines at St. Louis, and also the belt lines at Chicago with which we met, express themselves as willing to go into the per diem system of fifteen cents if all other roads would adopt the same ideas.

Mr. Cavanagh: There is another rule, or rather sort of understanding between roads to do switching free of charge on account of errors. As this often causes a great deal of correspondence, I believe that this waiving of charges on account of errors should be done away with, as it will eventually even itself up in that one will offset the other.

Mr. Peters: I would like to inquire if anyone present knows just what is going on with the Committee of the American Railway Association having charge of the per diem question.

Mr. Cavanagh: My understanding is that the matter comes up for consideration at the next meeting, which is next month.

Mr. Peters: I move that a copy of the paper as presented by Mr. Cavanagh be furnished to the Committee of the American Railway Association having charge of the per diem subject for their information.

Seconded by Mr. Riley and carried.

Mr. Riley: I think it might also be well for this Association to appoint a Committee to look into the adoption of a uni—

form switching rate, following the suggestion of Mr. Cavanagh; that is, have a uniform rule adopted applying the same rate to all cars, whether loaded or empty.

Mr. Peters: Under that rule it would increase the revenue in some cases and reduce it in others, but as a whole I presume the revenue would be about the same.

Mr. Cavanagh: In getting up this paper I based my views on six months' actual switching service on our line, with the revenue as at the present time, so much for a loaded car and nothing for an empty, in other cases so much for a loaded car and a smaller rate for an empty. I then took the number of loaded and empty cars handled and figured them at a flat rate, and found the revenue to be about the same.

Mr. Peters: If we apply a per diem system will we have to increase our switching rates?

Mr. Cavanagh: I think not. We will simply see that we get more car service than we get now. I am at the present time preparing a paper on this subject for our management, and I am going to recommend therein that car service be put in at all stations.

Mr. Peters: The per diem charge will stop the misuse of cars.

Mr. Riley: I move that a joint Committee of this Association and the Cincinnati Freight Committee be appointed to investigate this subject with a view to ascertaining whether it would be advisable to adopt one switching rate.

Seconded by Mr. Waldo and carried.

President: I will appoint as that Committee Mr. Riley, Chairman, Messrs. Lewis and Arnold.

On motion meeting adjourned at 12:35 p. m.

A. GALLOWAY,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, held at Union Station, March 6, 1899.

The meeting was called to order by President Riley at 2: 10 p. m.

The following lines were represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. & E. R. R.....	J. W. RILEY.....	Superintendent.
" "	T. S. BUNN.....	Trainmaster.
" "	J. A. GIBSON.....	Road F. of E.
P. C. C. & St. L. Ry..	M. W. MANSFIELD....	Superintendent.
" "	..WM. SWANSTON	Master Mechanic.
" "	..J. W. GREENEN	Trainmaster.
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen'l Supt.
" "	.....M. P. DENISTON.....	Trainmaster.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
C. I. & L. Ry.....	A. J. O'REILLY.....	General Agent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
T. H. & I. R. R.....	(Not Represented.)	
C. H. & D. Ry.....	(Not Represented.)	
I. D. & W. Ry.....	(Not Represented.)	

The minutes of the previous meeting were approved as printed, excepting on pages 97 and 100 "I. & U. Ry." and "I. & M. Ry." should read I. U. Ry.

Unfinished Business.

COMMITTEE REPORTS.

Mr. Zion having been appointed a Committee of one at the February meeting to investigate and report in regard to responsibility for loss of retaining valves and other material stolen from cars while stored on tracks belonging to stockyards, submitted the following:

Indianapolis, Indiana, March 3, 1899.

Mr. G. B. Staats,

Sec'y Ass'n of R. R. Officers, City.

Dear Sir: Returning attached papers. Briefly stated, the position taken by this company and for years accepted by roads storing cars at the stockyards is as follows:

The cars are stored at stockyards by the several companies for their own convenience, and while so stored are considered as still in possession of the roads storing them, the same as if stored in their own yards. The advantage of having cars available at all times for stock shipments outweighing the small loss from stealage of brasses, air-hose attachments, etc. It would cost this company not less than one thousand dollars per year to keep watchmen day and night to look after the cars, while the loss from stealing would not average fifty dollars per year.

I can not see any good reason why this question should be reopened, and think the ruling made in January, 1897, equitable to all roads.

Yours truly,

A. A. ZION.

In support of the position of the I. U. Ry. Co. Mr. Zion said in part:

"In regard to the question that has been brought up as to the responsibility of our company, the present practice, I think, is equitable, and I think it is fair for all the different companies

using the belt. If we receive a car from a connecting line and it is properly inspected, and they say it is all right and in good order, we take it to another connecting line, where it is again inspected by the receiving line before any of their engines handle it; if the inspector at the last place shows that that car has been broken or damaged in any way, such as broken draft timbers or drawbars, we accept that as conclusive evidence that it was broken while in possession of our company, and we issue a card when called upon, after all the facts have been obtained. It has been the custom ever since the stockyard was established and the belt road was put into operation to store cars on these tracks, which are owned by the stockyards company; we don't own a foot of them. Additional tracks are put in from time to time and the capacity is increased to permit the different roads to bring their cars there for storage; they stand there sometimes for a week or longer, when the different roads call upon us to make delivery to some other line. These cars are always there convenient for immediate use. There is no more risk from stealage at that point than there would be in Brightwood Yards, or any other place. Mr. Lawler told me the other day they had material stolen at the Brightwood Yards just the same as they do at the stockyards; it appears to me the advantages the roads derive by having their cars stored there are greater than the disadvantages. I don't think the loss amounts to over fifty dollars a year. A watchman at that point, to make it effective, would have to be on duty day and night, and it would cost in the neighborhood of one thousand dollars a year, so there would be no economy in putting watchmen there. I think the Union Ry. Co. is handling the business to and from the different connecting lines in as fair and economical manner as it is possible to do in the absence of inspectors."

After further remarks by the members, on motion of Mr. Swanston, seconded by Mr. Bender, the report was accepted.

Indianapolis, Indiana, March 1, 1899.

Mr. J. W. Riley,

President Central Ass'n of Railroad Officers,
Indianapolis Division.

Dear Sir: We, the Committee appointed by the Central Association of Railroad Officers, Indianapolis Division, to arbitrate the case between the Lake Erie & Western Railway Company and the Indianapolis Union Railway Company for damages caused by accident to P. C. C. & St. L., Louisville Division, train No. 10, on September 22, 1898, herewith submit our report and verdict.

All papers returned.

Yours truly,

(Signed) A. J. O'REILLY,
F. M. LAWLER,
GEO. H. GRAVES,
Committee.

Arbitration Case No. 20.

Lake Erie & Western Railway Company
versus
Indianapolis Union Railway Company.

The following is a synopsis of a controversy submitted to the Arbitration Committee between the above-named companies concerning bill rendered by the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company for damage to their engine No. 648 and train No. 10, September 22, 1898, due to a freight car being pushed out upon the L. E. & W. Ry. main track at the junction of the latter with the Indianapolis Union Railway track.

The Lake Erie & Western Railway Company state the case as follows:

The investigation shows that we placed a cut of six cars on south "Y," which is the place for making delivery to the belt railway, some time about 5:30 p. m. of the 21st. The car

ment made of cars by the latter could have been in any way the cause of the car being pushed out or running out of the "Y" on to the L. E. & W. main track. The location of the cars handled by the Union Railway engine previous to the accident and the location of all cars in the "Y" after the accident fully demonstrated that the car had neither been pushed out, or that it had been given a strike that caused it to run out. Every possible effort was made in placing the cars when the demonstration was made to show that the Union Railway engine might have struck the L. E. & W. cut of seven cars standing near the center of the "Y," causing the one car to run out on the main track, but it was shown that the Union Railway engine did not at any time previous to the accident shove any cars within a car length of the L. E. & W. cut of cars, and that after the accident there was a space of four or five car lengths on the "Y" between the one car that caused the accident and the other cars standing in the "Y," against which the one car had been placed by the L. E. & W. engine. This is positive proof that the car was not pushed out, and even had the car run out on the main track on account of the seven cars (including the one that ran out) being struck by the Union Railway engine shoving cars against them, it must be admitted that had the one car been coupled on to the other six cars against which it was placed by the L. E. & W. engine, and properly secured by setting the brake on the car by the L. E. & W. switchman, as is the general rule and custom in all yards in the city, and as safety necessarily demands, then there would have been no accident, but, on the contrary, it has been shown beyond a doubt that the L. E. & W. switchman did not couple the car on to the other cars, and he himself states that he did not set a brake on the car. As to how the car got out on the main track, there can, in my mind, be but one conclusion, and that is that the car was blown out by the wind. It has been shown from different witnesses that after this one car had been set in the "Y" by the L. E. & W. engine, and previous to the accident, that the wind was blowing very hard, and one of the witnesses said it was blowing

quite a gale between one and two o'clock a. m. The weather bureau says the velocity of the wind at three o'clock a. m., which was just previous to the accident, was 18 miles per hour. One of the witnesses says the wind was blowing from the east, which, if true, would be from the right direction to strike the car on the east end and blow it out on the "Y" towards the L. E. & W. main track. Other witnesses say the wind was from the southeast, and the weather bureau says it was blowing from the southeast, which means at the location of the signal observatory in the city, two miles from the place of accident. It must be recognized that the exact direction of the wind, especially when blowing as hard as it was during the time this car was in the "Y," varies within short distances. It was possible for the wind to be blowing as indicated at the signal station, and at the place of accident, part of the time at least within the three hours, be blowing from the east. The rain made the condition of the rail such that the car ran with very little friction, and everything was favorable for the car to be blown out. A profile of the "Y" track, made by our engineer, shows that at the point under the center of the one car, as it stood against the other six cars, it was $4\frac{1}{4}$ inches higher than at the frog where the car stood when struck by the P. C. C. & St. L. engine, and the highest point between where the car started from and the frog was but $2\frac{3}{8}$ inches higher than where the car started, which makes the track from where the car stood against the other six cars to a point 100 feet nearer the place where car stood at the time of the accident practically on a level, and from 100 feet west of where the car started to where it stopped it is down grade from 10 inches to $3\frac{3}{8}$ inches, or a fall of $6\frac{5}{8}$ inches. At the point where the one car started the curvature is 14 degrees and 15 minutes, and the elevation of upper rail above lower rail is $4\frac{1}{4}$ inches.

Under all those circumstances and conditions, I am unable to see wherein the employees of this company were negligent of duty or in any way contributed to the accident.

DECISION.

Your Committee, appointed to arbitrate the case above referred to, believe:

(1) That the wind did not start the car, and that it would not have started on the slight up grade and curve from the combined effect of wind and the jar of train.

(2) That the I. U. Ry. employees did hit the car hard enough to start it and cause it to run where it fouled the L. E. & W. main track, their statement to the contrary notwithstanding.

(3) That the accident might not have occurred if the L. E. & W. employees had set the brakes on the car or coupled it to the other six cars, in accordance with the general rule among all railroads.

(4) But the practice of the Indianapolis Union Railway Company of receiving cars from the L. E. & W. Ry. on the south "Y," connecting their tracks with those of the L. E. & W. Ry., without requiring the brakes to be set, or that they be coupled to other cars standing there, added to the consideration of the grade and curve, relieved the L. E. & W. Ry. from responsibility for the accident, though they are not entirely free from censure.

(5) That if the employees of the I. U. Ry. Co. had carried out the instructions in the order issued by Mr. A. A. Zion, Master of Transportation, under date of January 15, 1894, and which is as follows:

"To Conductors: Hereafter, when leaving cars in a side track or in making a delivery of cars to any yard, the conductor must see that his train is properly protected from running into any other cars that may be standing on the track in which he is leaving cars, and when necessary to prevent running into cars will send one of his brakemen ahead to locate or look after such cars. No excuse will be taken for any train run-

ning into cars standing on a side track or in a yard through neglect to observe this rule," the failure of the L. E. & W. employees to set the brakes on the car would not have resulted in the accident.

(6) That the employees of the I. U. Ry. Co. should have ascertained that they did not shove cars out at the other end of the south "Y" tracks, or hit them hard enough to start them over the incline so that they would run out upon the L. E. & W. main track when they were working at that point.

We, the Committee, unanimously decide that the accident was caused by the negligence of the employees of the Indianapolis Union Railway Company.

Respectfully submitted,

(Signed) A. J. O'REILLY,
F. M. LAWLER,
GEO. H. GRAVES,
Committee.

On motion of Mr. Bender, duly seconded by Mr. Mansfield, the report was concurred in and the Committee discharged.

The Secretary was directed to return all papers, including those of the Committee, to Mr. Zion for the purpose of again submitting the case to the Board of Managers.

Case No. 21.

Responsibility for damage to L. N. A. & C. car 6446 on Kingan's switch, December 10, 1898.

Indianapolis, Indiana, March 6, 1899.

Mr. Geo. B. Staats,

Sec'y Central Ass'n R. R. Officers.

Dear Sir: I received your letter of January 28, 1899, together with statements from Messrs. Bender, of the Big Four, and O'Reilly, of the Monon, in regard to the damage to L. N. A. & C. car 6446 at Kingan's side track December 8, 1898, and investigated the matter with the following results:

The papers sent me did not contain sufficient information for a full understanding of the case, and as Chairman of the Standing Committee, I wrote letters to Mr. Bender and Mr. O'Reilly, asking for further information, and also to Kingan & Co., asking for a statement from their inspector. On receipt of these replies the Committee met on March 1, five members being present. There were five representatives of the Big Four, together with Mr. Fultz, of the Monon, at this meeting. The Committee examined the papers and heard all the representatives of the road had to say. We found that the Monon placed L. N. A. & C. car 6446, loaded with nine thousand brick (common), on Kingan's side track, and that the Big Four switch engine afterwards in switching on this track derailed this car on the p. m. of December 8, between the hours of 8:00 and 10:00 o'clock, and allowed it to remain in that condition until about 5:30 a. m. of December 9. The Big Four admitted the derailment of the car and also that they were responsible for the damage to draft timber and broken oil box, as claimed by the Monon, but they denied the responsibility for the damage to two center sills, two intermediate sills and one side sill, which were claimed to be broken at this time. The Committee was unable to determine the question from the evidence before them, and it was agreed that the car foremen of the Vandalia, L. E. & W., I. U. and P. C. C. & St. L. Rys. should inspect the car and report their findings. The Committee again met on Saturday, the 4th inst., and received reports from all the car foremen except the L. E. & W. R. R. The three that did report agreed in the opinion that the damage to the sills were new defects and the result of the derailment, and were simultaneous with the damage to the draft timbers and oil box. The result of our investigation is the following decision:

DECISION.

That the L. N. A. & C. car 6446 was derailed at Kingan's side track on the p. m. of December 8, 1898, and that while

being switched by the yard engine of the Big Four, the car was derailed, damaging the draft timbers, oil box and five sills, and the Committee is of the opinion that all these defects are the result of the derailment, and that the Big Four should make the repairs to the car or give a defect card to the Monon to cover the same.

(Signed) WM. SWANSTON,
A. A. ZION,
M. W. MANSFIELD,
O. E. RAIDY.

Mr. Lawler, being interested, was not a party to this decision. All papers in the case herewith returned.

On motion, duly seconded, the report was accepted and the finding concurred in by the meeting.

Use of Cars in Local Switching.

The Committee, Messrs. Cavanaugh and Zion, asked for further time, which was granted.

On motion it was the sense of the meeting that the subject "Steam Heat in Cars" be tabled for an indefinite time, the question to be taken up in the future when occasion demands.

Proposed Rules Governing the Loaning of Passenger Car Equipment.

This subject came before the February meeting (see page 97), at which time the Secretary was requested to take a letter ballot as to the adoption of the proposed rules printed on page 12 of the January minutes. The Secretary submitted the following ballot:

C. C. C. & St. L.	Yea,
P. & E. R. R.	Yea,
I. D. & W. R. R.	Yea,
C. I. & L. Ry.	Yea,
L. E. & W. Ry.	Yea,

T. H. & I. Ry.	Yea,
C. H. & D. R. R.	No,
P. C. C. & St. L. Ry.	Vote withheld,
I. & V. R. R.	Vote withheld.
Totals, Affirmative, 6; Negative, 1; Withheld, 2.	

In the case of the P. C. C. & St. L. Ry. and the I. & V. R. R., Mr. Mansfield, while personally in favor of the rules, asked for further time in which to take up the matter with the general superintendent of transportation. The matter had been submitted to Mr. Taylor, who took exception to Rule 3. The following is quoted from Mr. Taylor's letter of January 20 to General Superintendent J. F. Miller:

Rule No. 3. This rule differs somewhat from our practice, and I hardly think we are prepared to accept this rule in its present shape. Under our present practice, when one or more coaches are loaned to another line and returned to us inside of 24 hours a charge for one full day on each coach is made, but in cases where the car or cars are retained over 24 hours we add the hours together, as provided for in this rule, and divide by 24.

Referring to the vote of the C. H. & D. being recorded in the negative, attention was called to the vote of Mr. G. H. Waldo, of the C. H. & D., who was a member of the Committee which formulated the rules and voted for their adoption at Cincinnati. As this seemed to be inconsistent, the Secretary was requested to communicate with Mr. Galloway and call his attention to the apparent discrepancy. This will also allow Mr. Mansfield an opportunity to take the matter up with his people. In the meantime the Secretary is to advise the Central Association of the vote taken, which will enable that body to take the matter before the American Railway Association if desired.

Although a majority of the lines voted in favor of the rules, it was the sense of the meeting that they are not to be placed in effect until all the Divisions are unanimous on the subject, as explained by President Besler on page 5, January minutes.

Manner of Handling Switch Cars.

The Secretary reported having received the vote of the L. E. & W. Ry., which was in favor of the adoption of the proposed rules. This made the vote unanimous. As the members desired further information in regard to the "Standard Card" referred to in Rule 3, the Secretary was requested to obtain a supply of these cards from the Cincinnati Division and distribute them among the members.

On motion it was decided to suspend the rules until April meeting, at which time the matter will be given further attention.

Burning Soft Coal without Smoke.

As Mr. O. E. Raidy was unable to be present, the Secretary was requested to notify him that an extension of time had been granted, and that the Association would be pleased to hear from him on this subject at the next meeting.

New Business.

Mr. Mansfield suggested the idea of having the various rules issued from time to time gathered together and printed in leaflet form for ready reference, this to include the list of side tracks, rules issued by the I. U. Ry. Co., etc., and moved that a Committee of two, with Mr. Zion as Chairman, be appointed by the Chair to complete the information in the manner indicated. This met with the approval of the meeting, and the Chair appointed Messrs. Zion and Swanston to prepare the leaflet, the following to be included:

1. Local Interchange Rules.
2. Rules Governing Switch Cars.
3. Rules Governing the Loan of Passenger Car Equipment (?)

4. List of Side Tracks, Indianapolis.
5. Rules Issued by I. U. Ry. Co., etc., etc.

Mr. O'Reilly thought it would be an excellent plan for each member to appoint himself a Committee of one for the express purpose of influencing absent members to attend these meetings, calling special attention to the continued absence of the Vandalia, C. H. & D. and I. D. & W. representatives.

This plan was strongly supported by the Chair, who urged those present to make special efforts to further increase the attendance from their respective lines.

J. W. RILEY,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, March 15, 1899.

Meeting called to order at 2:45 p. m., by Second Vice-President Riton.

The following lines were represented:

C.	C. C. & St. L. Ry	MR. WM. QUINN.
	“	MR. MASON RICKERT.
	“	MR. J. C. NELSON.
	“	MR. M. D. SCHAFF.
P.	C. C. & St. L. Ry.....	MR. W. C. LOREE.
H.	V. Ry	MR. R. S. QUIGLEY.
	“	MR. H. S. WAITE.
N.	& W. Ry.....	MR. V. A. RITON.
	“	MR. J. S. PEARCE.
C.	S. & H. Ry.....	MR. G. H. KIMBALL.
Z.	& O. R. Ry.....	MR. J. S. GILLESPIE.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Votes received on the adoption of the rules governing charges on passenger equipment, submitted by President Besler and printed on page 3 of the January proceedings, stood three in favor, one conditional and eleven not heard from.

It was decided to hold the matter over until next meeting, and the Secretary was instructed to ask for replies from the roads not voting.

Votes received on the question of submitting to the M. C. B. Association the recommendations of the St. Louis Joint Car Inspection Association regarding high and low drawbars, embodied in the minutes of last meeting, stood four in favor, two against and eleven not heard from. Secretary was instructed to get replies from the roads not voting, so that the matter might be disposed of at next meeting.

Reading of Correspondence.

Chicago, Illinois, January 6, 1899.

Mr. L. B. French,

Sec'y Car Foremen's Ass'n, Indianapolis, Indiana.

Dear Sir: Through the kindness of Mr. Taylor, Chief Clerk to Mr. Garstang, of the Big Four, we learned of your address and write you relative to the Association of which you are Secretary.

I think it would be to our mutual interest to exchange information relative to what our respective Associations are doing, and thereby each of us may learn something that will be valuable to him and the Association he represents.

For the Car Foremen's Association of Chicago I will say that we were organized in October, 1897, with nine charter members; at the present time our membership is about one hundred and fifty. We have among our members supply men, car inspectors, car department clerks, car foremen, master me-

chanics and superintendents of motive power. The foremen and inspectors are the ones who take the most personal interest in our meetings. We have an average attendance of between eighty and ninety. Our annual dues are one dollar. The officers are as shown at the head of this letter; among them are car inspectors, car department clerks, general foremen car department and master car builders. We have tried to make our officers as representative as possible. Our proceedings are published in the Railway Master Mechanic, of Chicago. I send you, under separate cover, copies of the October, November and December issues. We discuss subjects of interchange, car construction, etc.

I shall be pleased to receive information from you in regard to what your Association is doing, on the same lines as those given above, relative to your Association. I shall be pleased to correspond with you in regard to the work of the Association, and any information that I can give you that you think will be of interest I will gladly do so.

Hoping to hear from you soon, I am,

Yours very truly,

(Signed) W. C. COOK,
Secretary.

Cincinnati, Ohio, February 17, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: Please note above for your information and action. The Indianapolis and Cincinnati Divisions have declined to exchange proceedings as above suggested.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Nelson: I move that this Association decline to exchange.

Seconded by Mr. Loree. Carried.

Minutes of meetings of the Columbus Association of Car Foremen and the Yardmasters' Association were read and approved.

Garrett, Indiana, March 7, 1899.

Mr. J. D. Berry,
Secretary Central Ass'n R. R. Officers,
Columbus, Ohio.

Dear Sir: In reply to yours of March 4 I beg to advise that it would not be convenient for me to serve as President for the ensuing term. I should feel grateful, however, to remain an honorary member of the Association.

Yours truly,
(Signed) T. J. ENGLISH,
Superintendent.

Bucyrus, Ohio, March 4, 1899.

Mr. J. D. Berry,
Secretary Central Ass'n R. R. Officers,
Columbus, Ohio.

Dear Sir: On account of the office of trainmaster being abolished on Bucyrus and Corning Divisions of Toledo & Ohio Central Ry., I wish to present the resignation of J. S. Power as a member of the Central Association of Railroad Officers.
Answer.

Yours truly,
(Signed) J. F. ANGELL,
Superintendent.

Mr. Quigley: I move that the resignations of Messrs. English and Power be accepted and that they be made honorary members of this Association.

Seconded by Mr. Nelson. Carried.

Secretary: Upon receiving a circular that Mr. C. F. Franklin had been appointed superintendent of the Ohio Southern, I wrote and advised him that his appointment made him a member of the Columbus Division, and received this reply:

Springfield, Ohio, March 11, 1899.

Mr. J. D. Berry,
Secretary Central Ass'n of R. R. Officers,
Columbus, Ohio.

Dear Sir: I beg to acknowledge receipt of your favor of the 8th inst., advising me of my membership to your Association, and advising me of your next meeting. I thank you very much for the kind invitation, and I regret to say I am afraid I will not be able to attend the meeting on the 15th inst., but will gladly avail myself of the opportunity at some later date.

Yours truly,

(Signed) C. F. FRANKLIN,
Superintendent.

Bill of the Central Association, amounting to \$13.09, was ordered paid on motion of Mr. Schaff, seconded by Mr. Loree.

Election of Officers.

On ballot Mr. Quinn was elected President of the Columbus Division, which office was made vacant by the resignation of Mr. English.

On motion of Mr. Kimball, seconded by Mr. Quigley, meeting adjourned at 3:15 p. m.

V. A. RITON,
Vice-President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, March 13, 1899.

Meeting called to order at 2:00 p. m., President Smith in
chair.

The following lines were represented:

C. H. & D. Ry.	MR. R. B. TURNER	Gen'l Supt.
“ “	MR. S. B. FLOETER	Supt.
C. N. R. R.	MR. J. B. FLANDERS	Gen'l Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Gen'l Supt.
L. S. & M. S. Ry.	MR. A. H. SMITH	Supt.
M. C. R. R.	MR. D. S. SUTHERLAND ..	Supt.
Penna. Co.	MR. W. H. POTTER	Supt.
T. & O. C. Ry.	MR. H. C. FERRIS	Supt.
T. St. L. & K. C. Ry.	MR. J. W. SHERWOOD	Gen'l Supt.
W. & L. E. Ry.	*MR. F. J. STOUT	Supt.

*Represented by Mr. W. P. Schaufele.

Reading of minutes of previous meeting was dispensed with.

Schedule of Prices for Transferring Cars.

The Secretary submitted recommendation of the Local Freight Agents' Association, as furnished to each superintendent under date of January 6, also a supplemental report recommending that window glass be added to list, and that rate be 15 cents per ton, large plate-glass at actual cost.

On motion the Secretary was instructed to send to each member a copy of the agents' recommendation, with notice that matter will come up for final action at April meeting.

Proposed Rules for Handling Switched Cars at Toledo.

The Secretary read the following communication:

The Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.

Indianapolis, Indiana, December 17, 1898.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: I recommend that you present to the other Divisions of our Association the rules on switch cars, as printed on pages 502 and 503 of the Cincinnati Division of the November proceedings, as amended and adopted at Cincinnati last Tuesday, with request that those Divisions modify them to meet local conditions on their Divisions and adopt same, so that all Divisions of the Association will be working practically under the same rules.

Respectfully submitted,

(Signed) J. R. CAVANAGH.

This subject brought out considerable discussion and finally on motion the Secretary was directed to submit the matter to the members of the Toledo Division for letter ballot. (See pages 581 and 597 of December proceedings for the rules referred to.)

**Proposed Rules Governing Charges to be Made on
Passenger Equipment Loaned.**

The Secretary read the following communication:

Cincinnati, Ohio, January 25, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: Please refer to January proceedings, page 3, communication from President Besler submitting rules govern-

ing charges to be made on passenger equipment loaned. In accordance with the suggestion offered by Mr. Besler, kindly present the matter to your Division at its February meeting and oblige,

Yours truly,

O. G. FETTER,
Secretary.

After a short discussion, on motion, the question of coach rental was ordered submitted to a letter ballot.

Arbitration Case.

C. H. & D. Ry. vs. D. T. & M. R. R.

The C. H. & D. Ry. asked for an interpretation of the Committee's report (November proceedings) where a misunderstanding had arisen between the two roads in interest, owing to private traffic arrangements, of which the Committee on Arbitration had no knowledge.

On motion it was decided that the report of the Arbitration Committee stand, and if either party wished to present additional evidence, that same should be brought up in the form of a new case.

Unpaid Assessments Due from the C. S. & H. R. R.

The Secretary reported unpaid assessments due from the C. S. & H. R. R. for March, April and May, 1897, amounting to \$26.98, and stated that efforts had been made to secure payment, but that there was little, if any, probability of securing same, the receiver, Mr. S. M. Felton, taking the position that same accrued prior to his appointment as receiver.

Mr. Connors stated that he had talked with Mr. Kimball, Superintendent of the C. S. & H. R. R., regarding the matter, and did not think the prospects of securing payment of the amount very encouraging.

On motion it was decided that the other roads members of

the Toledo Car Service Association and the Central Association of Railroad Officers absorb the amount due from the C. S. & H. R. R.

Interchange Car Inspection.

The Secretary read a communication from Mr. F. Baker, Chief Joint Inspector, addressed to Mr. E. C. Palmer, requesting his attendance at meeting of the Joint Car Inspectors of the United States, to be held at Kansas City, March 24, 1899.

On motion of Mr. Connors that Mr. Palmer attend meeting being put it received but two votes, and the President declared the motion lost.

Arbitration Case No. 16.

F. & P. M. R. R. vs. C. S. & H. R. R.

On motion of Mr. Sutherland, seconded by Mr. Connors, the Secretary was instructed to mimeograph the decision and send a copy to each member.

Request for Exchange of Proceedings.

The Secretary read a request from the Car Foremen's Association of Chicago for exchange of proceedings, and on motion same was ordered referred to the officers of the Central Association of Railroad Officers.

On motion adjourned.

Car Service Meeting.

In the absence of Chairman Potter, Mr. Sutherland was elected Chairman pro tem.

The Secretary made a statement showing a lack of uniformity in the practice of the agents as to what constitutes house freight.

On motion of Mr. Smith, seconded by Mr. Connors, the

Manager of the Car Service Association was directed to prepare a list of commodities coming under car service rules and submit same to the members of the Toledo Car Service Association to be reported at next meeting.

The Secretary was instructed, in preparing the list, to briefly mention the difficulties experienced and to impress upon the members the necessity of some uniform action being taken.

Refunding of Car Service Charges.

The Secretary read a communication from the Manager of the Texas Car Service Association relative to the matter of refunding car service charges which had accrued under the rules and which, after investigation, were found to be due to error by railroad employees.

It was explained that the Toledo Association had taken action on this matter at November, 1898, meeting.

On motion the communication was ordered received and filed.

On motion adjourned, to meet Monday, April 10, 1899.

A. H. SMITH,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, March 14, 1899.**

Meeting convened at 10:20 a. m. President Nichols in the
chair.

PRESENT:

Roads.

Representatives.

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
L. E. & W.....	H. F. BICKELL.....	Ass't Gen. Supt.
"	H. A. BOOMER.....	Superintendent.
Iowa Central.....	C. W. HUNTINGTON....	Gen'l Supt.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
Vandalia Line.....	F. L. CAMPBELL.....	Train Master.
C. B. & Q.....	W. B. THROOP.....	Superintendent.
C. C. C. & St. L.....	*J. W. RILEY.....	

J. W. Higgins, honorary member.

VISITOR: F. F. Hildreth, Assistant Engineer, M. P. Vandalia Line.

* Represented by A. J. Elliott.

Chairman: If there is no objection the minutes of the February meeting will be approved as printed.

Chairman: The first on call is discussion of paper read at the last meeting, on "Using all the airbrakes which may be found in freight trains."

Mr. Throop: I did not hear the paper nor the discussion, but I do not see how there could be any question as to the desirability of using all the airbrakes in a train. That is what we do and we have never had any intention of cutting out part of the cars, and do not experience any trouble in keeping up the proper pressure with a 9½-inch pump.

Mr. Huntington: Do you use the Westinghouse brake exclusively?

Mr. Throop: Yes, sir.

Mr. Nichols: No one will object to using all the air in freight trains if you can, but the point I brought up was what number of cars can be used with air. We thought we could use one hundred cars with an 8-inch pump and single reservoir capacity, but when we came to make the test we found we could not sustain the pressure when we had over fifty cars. We enlarged our pumps and then increased our reservoir capacity.

Mr. Throop: We found it quite a common occurrence five or six years ago for freight trains to break in two in stopping at water cranes, and we found the difficulty to be that engineers would apply their air, and, finding they were not going far enough, would release the air and use steam. With passenger trains it is customary to release the air just before coming to a stop in order to avoid the jerk, but not so with freight trains. We obviated these breaks-in-two by requiring the men, with all trains of twenty cars or over, whether all air or not, to stop and cut off the engine before reaching the water crane. We find this saves a whole lot of trouble.

Mr. Bickell: In the test you made, Mr. Nichols, where was the most trouble, with the pump or reservoir capacity?

Mr. Nichols: We think it is more the reservoir capacity.

Mr. Bickell: If we are not going to be able to use all the air when we get our equipment all air, the companies are going to be at a lot of useless expense.

Mr. Nichols: As a matter of fact there is not a road in the country that is using all the air in all the trains at all times. As a general proposition, however, they use all air cars.

Mr. Campbell: Are you, Mr. Nichols, increasing the size of your reservoirs or adding an extra drum?

Mr. Nichols: We are adding an extra drum.

Mr. Campbell: Where do you put the drum?

Mr. Nichols: Different places—under the tender or under the cab, wherever is most convenient.

Mr. Throop: You say you are not using all the air. Don't you require that your air be switched together?

Mr. Nichols: That is the general rule, although we make exceptions, in accordance with local conditions. If the conditions warrant us, we do not, in order to save time in doing our work.

Mr. Bickell: That is brought about by the necessity of having certain cars at certain places, and those certain cars may not have air. If they were all air cars then you would use all the air.

Mr. Nichols: Certainly; it is only a question of having all air cars. When we do these conditions will disappear.

Mr. Campbell: When you cut off your engines, Mr. Throop, do you make a test of the air again when you couple up?

Mr. Throop: No, we think the release is sufficient test. We leave the brakes set, and are only gone two or three minutes.

Mr. Huntington: Is this cutting off an arbitrary rule?

Mr. Throop: Not if they stop at exactly the right spot. A right skillful runner can stop right where he wants to, but the majority can not, and then they bang the train around trying to get to the water crane.

Mr. Higgins: Will you use the rule when you get all M. C. B. couplers?

Mr. Throop: That makes no difference. The shock would not be so great, however.

Mr. Higgins: Is that the practice on all the C. B. & Q. system?

Mr. Throop: I don't think it is. It is a rule I made myself. The other divisions don't pull as long trains, except on one branch line.

Mr. Bickell: How many cars do you haul in a train?

Mr. Throop: That varies, 75, 85 and we have hauled 100 cars in a train.

Mr. Bickell: Loads or empties.

Mr. Throop: Empties. Our average in loaded cars is 30 to 40 or 45 loads. The number of cars to a train is diminishing, however, on account of the cars getting larger. We had a 1,800-ton train a few days ago with only 35 cars in it.

Mr. Huntington: We had a 110,000-pound capacity L. V. flat six-wheeled truck on our road the other day.

Chairman: The next is report from F. L. Tompkins on delay to freight trains leaving P. & P. U. yards.

Mr. Tompkins: I will have to ask to let that run over until next meeting. I want to get the lines all together, and some of the members have been sick and unable to be here.

Mr. Bickell: I move we grant further time.

Chairman: As I take it, the P. & P. U. and tenant lines are more interested in this than the Association.

Mr. Tompkins: Yes, but the matter was brought up with the idea of getting all the roads to join in a trip, and I am anxious it should be taken when as many as possible can be here.

Mr. Campbell: We are very anxious for that trip to come off.

Chairman: Has Mr. Armstrong any report on the franked envelope matter?

Secretary: I have nothing from him. I have a letter, however, from Mr. Throop.

Chicago, Burlington & Quincy Railroad Company.

Galesburg, Illinois, February 15, 1899.

Mr. A. J. Elliott,

Manager Car Service, Peoria.

Dear Sir: Referring to paragraph No. 5 in your circular announcing the February meeting of the Superintendents' Association. The postoffice department is authorized to use their frank on all mail business addressed to railroads, and is authorized further to enclose an envelope which can be used for a reply to any such communication so addressed. Communications addressed to the postoffice department, which are not in answer to previous correspondence, must bear the required postage.

Yours truly,

(Signed) W. B. THROOP.

Chairman: We will carry this matter over until Mr. Armstrong is here. Our next is the "Advisability of adopting rules for the interchange of cars at Peoria."

Mr. Throop: I brought that question up through Mr. McKeen, as Chairman of the Committee on subjects for discussion. There does not seem to be any uniform practice in regard to the matter. Railroads here do not do what we do at other places. I think a railroad that is going to receive a car at a junction is the best judge as to whether they shall receive the car or transfer the lading, but it seems to me a peculiar way when you want a car transferred to ask the railroad delivering it to you to do the transferring. I would like to see the rule adopted here that when we receive a carload of freight we will transfer if we choose, *i. e.*, if the railroad turning over their car is willing we should run it. That is the way it used to be at St. Louis. If we don't want to run a car we will transfer it, but we don't ask the delivering road to do the work for us. We have had complaints in the past in regard to delays to freight at Peoria on account of transfer. The car may have been in bad order, and sometimes you repair and sometimes you can't. We have been transferring practically both ways.

Mr. Bickell: Your idea would be for the receiving line to do the transferring.

Mr. Throop: Let the delivering line do the transferring unless you don't want to run the car. I guess that is the way you do at Indianapolis. Mr. Riley wrote me you did; that that was the plan at Indianapolis, Columbus and Cleveland. At every one of those places the delivering road makes the transfer. It doesn't follow that you have got to transfer everything. If we have a car we want to let you have, we offer it to you, and if you don't want to run it then you can transfer it.

Mr. Bickell: The Chicago plan is just the opposite to that.

Mr. Throop: I think it is, and it is the most unsatisfactory way to handle business.

Mr. Higgins: Your proposition would not work where the delivery was made through a belt.

Mr. Throop: How is it with the P. & P. U.?

Mr. Tompkins: We are not interested in the transfer one way or another.

Mr. Higgins: Suppose the Van. should borrow 50 cars from you and you deliver them through the P. & P. U. They reject half of them, account leaky roofs or something of that sort. They will have to be returned through the P. & P. U.

Mr. Tompkins: The P. & P. U. make no charge for returning under those circumstances. When we take a loaded car we inspect it on the transfer and make a record of its condition. We are willing to move it and pass it to the other line. If they reject it, we return in accordance with the record, unless we have damaged it additionally.

Chairman: This is not a question of interchange, but of transfer.

Mr. Boomer: If Mr. Throop offers a car to the L. E. & W. overloaded, who should transfer it?

Chairman: You ought to. Receiving road should always do the transferring.

Mr. Throop: Don't you find it awkward when the cars are scarce and you can't compel the road to transfer?

Chairman: No, sir. We do it right along. At Seneca we give the Big Four loads of flour from Minneapolis. If the B. C. R. & N. or M. & St. L. say they don't want their cars to go east, we tell the Big Four to transfer, and they do it at their own expense.

Mr. Throop: This is the answer we get at Peoria: we send a car over that we want transferred, they tell us they have no way of transferring, you do it yourself. On the other hand, we transfer cars that we receive.

Chairman: They should do the transferring, the receiving road.

Mr. Huntington: I wonder if the eastern roads would agree to such an arrangement?

Mr. Bickell: I dare say they would not. We found at Chicago one of our cars on a western line loaded into Chicago for an eastern connection. The eastern line bang the car on east. We ask the western line why they loaded our car east. They answer us that they turned it over to the eastern road on account of a rule they have that the receiving road should do the transferring. Then we ask the eastern line why they ran the car east, and they say the western line turned it over to us upon a through bill, we had no car to transfer into, and we had to let it run through. The fact of the matter is, they don't live up to such a rule where they have it. If the rule was opposite you could hold the western line responsible for misuse of your car.

Mr. Higgins: Where would be the advantage if the rule were opposite? You can now hold the eastern line responsible for misuse. The reason you get the worst of it is because you do not do any business with those Chicago roads. If the Milwaukee road offers 100 cars loaded for the east to the Lake Shore, and the latter refuses to transfer, would you expect the Milwaukee road to do the transferring?

Mr. Bickell: They should.

Mr. Higgins: That may be all right in theory, but it won't work. The Milwaukee would say, if you won't take the cars

and transfer them, somebody else will. If I haul a car from New Orleans to Chicago, 900 miles, and turn it over to you for a 150-mile haul, would you say for me to take it back and transfer it on account of a shifting load? Is that right?

Mr. Bickell: Certainly. We have rules on our road requiring cars to be loaded in a certain manner. We would not be justified in receiving that car unless loaded in accordance with those rules.

Mr. Higgins: Perhaps I deliver to you through a belt line, and after hauling it 900 miles you say you will not haul it 150 miles except we change the load in accordance with your instructions. You have your own men there and you can change it in accordance with your rules if you want to. Instead of that, you would send it back for me to rearrange the load. That would not be conducive to prompt movement of freight, or be justice to the delivering line.

Mr. Bickell: If you hauled that car 150 miles and we 25 miles the earnings would be divided practically upon a mileage basis. Are we going to spend more money for fixing that load than we would get out of it?

Mr. Boomer: Toledo overcomes that by having the joint inspector issue a card, and puts the expense of transfer on the delivering road.

Mr. Throop: In order to bring the matter definitely before the meeting, I move that the transfer of carload freight at Peoria (excepting grain) interchanged between connecting lines be made by the delivering line if the connecting line desires the transfer made. If the receiving line desires the freight transferred, it is optional for them to do so; that the question be submitted to a letter ballot, and the ballot be canvassed at our next meeting.

Seconded by Mr. Campbell and carried.

Mr. Throop: Another matter of the same nature I should like to speak of. All roads have a rule regarding the overloading of cars. Our company have a circular to the effect that a car may be loaded 10 percent above its marked capacity. We are still getting cars loaded more than this 10 percent. Fre-

quently we get cars that have traveled considerable distance safely when excessively overloaded. I should like to know what the rules of the different lines are.

Mr. Campbell: The Vandalia allow 10 percent above the marked capacity.

Mr. Throop: What do you do with cars loaded more than this amount?

Mr. Campbell: We refuse to move them.

Mr. Throop: Under all conditions and circumstances?

Mr. Campbell: That depends. If it is but a short distance and is to be unloaded on our own line we might haul it, if the inspectors consider it safe, but our rule is 10 percent, and it is understood by our conductors that they shall note the waybill and the capacity of the car, and when they find a car more than 10 percent overloaded they must refuse to move it and report car to superintendent or trainmaster.

Mr. Throop: If the car is offered you here at Peoria, which some other line could haul, you would not refuse it?

Mr. Campbell: If it was going to the south on our own line and inspector said it was safe to run, we would very likely take it.

Mr. Throop: That is just the point I want to get at. There are lots of points where there are no scales, and agents can't always tell when cars are overloaded.

Mr. Campbell: An agent has to rely very much on shipper to give him proper weight.

Chairman: What is your practice, Mr. Higgins?

Mr. Higgins: We follow the American Association rule of 10 percent, with a limit of 4,000 pounds, but we handle business very much as Mr. Campbell has described.

Mr. Throop: We give our agents a gauge and dimensions, but those precautions will not always prevent cars being overloaded.

Mr. Higgins: You can not always depend on the grain line, but our agents have instructions to go by the measurements we furnish.

Mr. Throop: Take scrap iron for instance. How is agent going to tell by measurement? Then lumber and walnut logs. I undertook to make measurements, but they don't work.

Mr. Higgins: You can cure them of overloading if you keep at it. Our trouble this winter has been in their loading cars too light. We handle a great deal of lumber and have no trouble from overloading. The lumbermen know how their products are running, and are familiar with our rules. We always weigh at division points, and if the car is over capacity it is tied up there and lightened and charges added to the billing.

Chairman: Our rule is 10 percent above the capacity, but we are after shippers constantly to load heavier.

Mr. Throop: It is a wrong method of stenciling if you are going to allow shippers to use the limit. The capacity is what should be followed, and the 10 percent is for leeway.

Mr. Huntington: Has any master mechanic arrived at the strains on trucks?

Mr. Hildreth: If you see the report in the Master Car Builders' Association proceedings for 1896 you will find where the axle of an 80,000 capacity car was agreed upon. They went into the matter extensively, and the stress was worked out according to a certain formula, giving the dimensions of an axle which was safe to carry the load in an 80,000 capacity car, allowing 10 percent leeway.

Mr. Throop: There is no more reason theoretically why the strain upon a truck should not be arrived at any more than there is the strain on a bridge, and there should be no more difficulty in determining such strain by practically applying such theory than there would be on the bridge.

Mr. Hildreth: The matter of arriving at the strain upon an axle was brought about in a general way by following Relaux formula, which is considered standard.

Mr. Throop: In order to get definite and beneficial results I wish someone would say how we may bring about a uniform interpretation of the excess rule.

Mr. Higgins: I think the American Association say 10

percent, with a maximum of 4,000 pounds. I don't see what the idea is in saying a limit instead of a capacity.

Mr. Boomer: Say you have a 40,000 capacity car and the limit is 44,000. When you weigh the car the lading may be wet and there is a little variation. It may read 44,500; what are you going to do with the car?

Chairman: Run it. There is variation in scales to be considered. On the Rock Island, if a car is not over 10,000 pounds above the marked capacity I run it. 8,000 and 9,000 pounds I don't think anything of it.

Mr. Boomer: Why not say what your limit is?

Chairman: Our management want to get cars loaded as heavily as possible in order to get the tonnage.

Mr. Bickell: The L. S. & M. S. turn a car down if it is 100 pounds over the limit.

Chairman: The Rock Island don't.

Mr. Bickell: The L. S. & M. S. have refused cars from us only 100 pounds in excess of their marked capacity.

Mr. Higgins: A great deal depends on the condition of the trucks and the condition of the journal. You have to fall back upon the judgment of your men.

Mr. Bickell: We don't hesitate on 1,000 or 2,000 pounds going over our own line. I don't know as we ever have had an accident on account of such course, but we must hold to the limit on account of our connections.

Mr. Huntington: You have a car occasionally that does break down, I suppose, but it is always the car that you don't expect that breaks down.

Mr. Bickell: We had a 50,000 capacity car loaded with 93,000 pounds in it. We hauled the car only about eight miles. I don't know what would have happened had we hauled it any great distance, but it had almost double its capacity in it.

Mr. Huntington: What is the generally accepted factor of safety on a car? It is 5 to 7 on a bridge.

Mr. Hildreth: With trucks of iron and steel, 5 is the accepted factor. So far as the body of the car is concerned, that

has not been determined. There would be such a wide variation.

Mr. Throop: I offer a motion to be submitted to letter ballot:

Resolved, That members of this Association instruct their agents that cars shall not be loaded in excess of their marked capacity when destination is beyond their own line, provided it is possible to determine the weight of the lading. This in order to comply with the rule prevailing upon most railroads that cars loaded 10 percent in excess of their marked capacity shall not be received at junction points.

Seconded and carried.

Mr. Huntington: It strikes me there is not meat sufficient to justify threshing over this question at the present time. Different opinions prevail, and you are not likely to convert enough members to secure satisfactory action.

Mr. Throop: We can stand it if the rest of you can, but why not have a rule that all can conform to. What is the use of having a capacity if you allow shippers to load to the 10 percent above? The rule permits you to haul a car because you can't load to exactly the capacity, and the 10 percent is the leeway for variation.

Chairman: The B. C. R. & N. don't pay any attention to capacity. They load a 40,000 capacity over 50,000 pounds. The Rock Island take such car without question and haul it to Chicago, and it is safe to assume that their track is no better than ours. I turn the car over to the inspectors, and if too heavily loaded, to the master mechanic, if I think I want to run it, and if in their judgment car is in condition to run, I let it go. My attention was called to one case where I put in three new pairs of wheels before I got the load over the division, but that is only one case. We move hundreds and hundreds of cars that way.

Mr. Bickell: You reason that you have gained a great deal more from the extra tonnage than the cost of those three sets of extra wheels.

Chairman: Exactly. That is the way I figured it.

Mr. Throop: We never refused any cars account being overloaded.

Mr. Bickell: I have a question. A 34-foot flat car loaded with lumber is offered you, with lumber 35 feet long and brake inoperative. Would you accept the car or what would you say to the delivering road? Would you require them to transfer or not?

Mr. Huntington: We would be very apt to take it, in good order or otherwise. It would depend very largely on the circumstances.

Mr. Bickell: Suppose the car was going beyond your line. Would you take the chances of having to transfer it at the other end?

Mr. Huntington: That would depend on circumstances.

Mr. Bickell: We had a case here at Peoria where a line said if you don't take it someone else will. We had to transfer to get rid of it to our eastern connections.

Mr. Higgins: Why?

Mr. Bickell: Because the connections would not accept it if the lumber was loaded over the end, and account the absence of the brake.

Mr. Higgins: We have our cars so constructed that the brake folds down where the lumber overruns. We would not consider the absence of a brake a disability.

Mr. Bickell: The Master Car Builders' Rule requires that the brake must be so you can operate it, and one brake must be accessible. What are you going to do when a road tells you to take the car or somebody else will?

Mr. Huntington: Pay for the transfer, if you have to.

Mr. Boomer: If it costs \$3.00 to transfer, you pay \$3.00 to get the business.

Mr. Huntington: That happens perhaps only once or twice in a year.

Mr. Throop: I don't like to take the risks of cars overloaded, and yet we are doing it every day.

Mr. Campbell: There is no lack of confidence in the officials. Nobody is taking any chances of losing business. If we can handle the car safely we take it.

Mr. Throop: That is the same with all competition.

Mr. Huntington: What I want is not a rule of toleration but of practice. I had a case of a bad order car. The question of responsibility arose, and I wired the agent to transfer and settle the responsibility later. Meantime, however, somebody else got the car.

Mr. Throop: That is the same as a freight agent cutting the tariff. Are we going to put ourselves on a plane with the freight agents? I don't like to think of it. I move we adjourn.

Adjourned at 12:05 p. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, March 10, 1899.**

Meeting called to order at 11:25 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. .MR. W. M. DUANE. Engr. M. of W.
C. & A. R. R. Not represented.
C. B. & Q. R. R. . . . MR. W. G. BESLER. Supt.
" . . . MR. J. A. CARNEY. M. M.
B. & O. S-W. Ry. . . . MR. J. L. BURLINGAME. . . Train Master.
Ill. Central R. R. . . . Not represented.
L. & N. R. R. Not represented.
L. E. & St. L. Ry. . . . Not represented.
Mo. Pac. Ry. Not represented.
M. K. & T. Ry. . . . MR. E. M. COLLINS. Supt. Car Ser.
" . . . MR. N. J. FINNEY. Supt.
" . . . MR. C. F. SCHRAGG. Trav. Eng.
M. & O. R. R. Not represented.
St. L. C. & St. P., and
C. P. & St. L. R. R. Not represented.
St. L. K. C. & C. Ry. . Not represented.
St. L. K. & N-W. R. R. MR. A. T. PERKINS. Supt. Term.
" . . . MR. HENRY MILLER. Asst. Supt.
" . . . MR. I. N. WILBUR. M. M.

St. L. P. & N. Ry. . . . Not represented.
St. L. Transfer Co. . . . MR. W. G. BESLER.
St. L. & S. F. Ry. . . . MR. A. J. DAVIDSON . . . Supt. Trans.
" . . . MR. J. H. MACE . . . Supt. Term.
Term. R. R. Ass'n. . . . MR. EDW. DUNLOP . . . Supt.
T. St. L. & K. C. Ry. . . MR. A. T. PERKINS.
T. H. & I. R. R. . . . Not represented.
Wabash R. R. . . . MR. J. A. HEETHER . . . Train Master.
Wiggins Ferry Co. . . MR. G. L. SANDS . . . Manager.
National Stock Yards . MR. W. G. BESLER. .

President: Are there any objections to any part of the minutes of the last meeting, which have been printed and sent out? If not, they will stand approved.

Under the head of unfinished business we have the matter of Drip-Valves on Refrigerator Cars, and as the Chairman of that Committee is still absent, and the understanding was until he can be present no action will be taken, the matter will be carried over. The same will apply in the case of Car Service at East St. Louis. The Secretary will read such correspondence as he has.

Secretary reads:

Local Freight Agents' Association.

St. Louis, Missouri, February 21, 1899.

Mr. F. E. Anderson,

Secretary C. A. of R. R. O.

Dear Sir: Replying to your favor of February 15, in regard to schedule of rates for transferring carload freight.

I beg to advise that the correspondence and other papers accompanying your letter were laid before our meeting yesterday, and were referred to our Committee having this matter in hand.

I will advise you at once when their report is made.

Yours truly,

H. E. WATKINS,

Secretary.

President: Under the head of Reports of Committees we have a report due from Committee on Rules for Rates on Passenger Equipment Loaned. Mr. Davidson, Mr. Bayley and Mr. McChesney are on that Committee.

Mr. Davidson: I will have to ask for further time for consideration of the subject. I was unable to get either of the other members of the Committee together, and have just received a wire from Mr. Bayley saying he had been confined to his bed for the past week. The matter will have to rest until we can go into it further.

President: If no objection, the Committee will be granted further time under the circumstances stated by Mr. Davidson.

The Secretary had no new business listed in the call for this meeting, but I find that we neglected to take up the communication of the President of the Central Association in regard to the æsthetic features of the railroad station. You have all read the letter as printed in the January proceedings. I notice that one or two of the Divisions took the matter up in their February meeting. What action does this Division wish to take on it?

Mr. Besler: I might explain that this topic on the railroad station was introduced to give subject-matter for Divisions at meetings, and some of the features have appeared in the minutes of the February meeting. If this Division wishes to discuss the matter it can be taken up in the form outlined or in the form of a paper, the object being to get enlightenment on a subject that doubtless will be of interest to all of us.

Mr. Besler: I would suggest that you ask some of the members what they remember as to earlier practices in the matter of station decoration, or what they are doing at present to beautify the grounds adjacent thereto.

President: Will not someone volunteer to give us some remarks on this subject?

Mr. Dunlop: We tried the beautifying of our few stations at one time. Vegetation failed to grow, probably because of clouds of smoke, cinders and other influences found in and

around a busy yard, but I think at line stations where this difficulty would not be met with, it would be a good plan to attempt something pleasing to the eye of the traveler.

President: I think it would be well to ask if anyone here has undertaken any systematic arrangement of this kind.

Mr. Besler: I would ask the President to give his experience.

President: Up to the present time there has not been much systematic effort to beautify station grounds on the St. L. K. & N. W. We have always undertaken to do good housekeeping around our stations, and to keep the grounds in neat condition, which is the foundation of attractive stations and grounds. At some of our suburban stations we have built attractive station houses, terraced the grounds and made some plans for further beautifying them, and more work will doubtless be done as the class of travel warranting it develops. The making traveling attractive by beautifying station houses and grounds is certainly one way to make travel, especially tourist travel, grow, and is a good form of passenger department advertising; and attractive suburban stations doubtless are one inducement to city people to settle at suburban towns on a railroad.

Mr. Besler: I presume the practice which I have employed on the particular division of which I have charge is much the same as the experience of others. The station grounds are always subject to more or less abuse in the hands of shippers. They think nothing of throwing stones, straw and other rubbish on the station grounds. It doesn't take long to litter up these grounds so the first thing I have had in view with the idea of improving the general appearance is to clean up the refuse about the station grounds, particularly that part which lays between the main and side tracks. Then keep them clean. It doesn't take much time for sectionmen to go over it. By this means, straw, manure, boxes, crates and stuff dumped out of cars is cleaned up and carried away. Of course, if we were allowed to spend money for this purpose the question becomes a little different, and it was with an idea of drawing out what some of the lines were doing with such force and how they were directing

their efforts that I wished to get some information for my personal use. I should like to hear from Mr. Duane, of the Big Four, which road has been making some improvements of this nature, I understand.

Mr. Duane: I take quite a lively interest in the matter of station improvements, and am very much entertained with this discussion. On the St. Louis Division of the Big Four we have done some work toward improving our station grounds. It is sometimes difficult to arrive at the best results. In many places we find that our agents do not give such matters the attention they should. Mr. Besler has mentioned the matter of cleaning up between main and side tracks. We find that litter accumulates between main and side tracks, resulting from the cleaning of cars by our patrons at such places. Frequently a car is misplaced on a commercial track and agents will permit draymen to drive over main track or between main and commercial track to reach such a car, and in consequence a damaged and unsightly condition of premises is created.

We have attempted to make general improvement of our station grounds at some places. At Danville, Indiana, where we have a large passenger traffic, there existed an unsightly arrangement of buildings. Our passenger station was of very neat design, but close to the station were a freight house and coal sheds and other smaller buildings. A plat was prepared showing a systematic arrangement of buildings and station grounds and the work authorized. The freight house was moved to opposite side of main track adjacent to the commercial track, the station grounds were graded, lawn fences constructed and a beautiful lawn established, resulting in a very material improvement of station surroundings generally.

At Mattoon the station was a very bad one. For a long time our station grounds had been used for ingress and egress to abutting storerooms. This situation had existed for probably thirty years, and it was a serious question whether we could protect our title to the property. Two years ago I went about among the landlords and induced them to execute a lease, at the

same time displaying a plat showing the improvements in contemplation. Succeeding in the establishing of a proper relation between our abutters and ourselves as to our property rights, the improvements were executed, and in consequence the appearance of these station grounds is very much improved and our right of way title is in better shape also.

At the smaller stations where we can not afford to spend much money in station improvements we should protect our station grounds. On our line at many of the small stations we have a broad expanse of station property, and in springtime, when the roads are in bad shape, the draymen drive on the station grounds in order to avoid the muddy roads. At such places our station grounds may be protected at a very small expense by erecting appropriate fences. This having been done, with a little attention on the part of the sectionmen in cutting weeds frequently and some care on the part of the agent, a neat lawn may be soon established.

Mr. Besler: Do you make any attempt to plant flowers?

Mr. Duane: At Mattoon we did. We put in quite a quantity of flowers.

President: I notice that several of the New England roads stimulate the zeal of their agents by offering prizes for the best appearing station grounds.

Mr. Duane: I think a great deal depends on the diligence of the agent. You will find in some places that the agent will take good care of the grounds; at other places you must keep after him all the time.

President: Mr. Davidson, have you anything to say on this?

Mr. Davidson: I have had very little, and you might say no experience in that line, but I am interested a great deal in keeping stations in a neat and presentable condition, and I agree with the remarks just made as to having the agent take some interest in that kind of work. I believe you can judge a great deal of the ability of the agent by his surroundings. I have tried to impress on all of our agents that their advancement will depend to a great extent in the interest they take in their sur-

roundings, and I believe the starting-point should be with the agent, and when you once get the station building proper, ware-rooms, etc., under control, then it would be well to branch out and take care of the grounds. I have been harping on that subject for quite a while, and in some instances have gone so far as to insist that certain agents be disciplined and one man discharged for neglect to take care of station properly.

President: I think an expression as to what each line is doing in that line is valuable, and will ask Mr. Heether to give us his experience.

Mr. Heether: The Wabash have a system of cleaning and caring for the station and grounds which is general. At one of our stations we have a park 60 by 150, planted with flowers, which cost in the neighborhood of \$125.00; however, the citizens furnished them to start with. In the fall we take them up and properly care for them until spring; at that particular station we have a man who cares for the ground. At our small suburban stations the agents care for and furnish the flowers themselves. At every station between St. Louis and Kansas City and Ottumwa there is a park of some description. At the smaller stations we never have insisted on the agent putting down a flowerbed, because he does not have the assistance required, and in such cases we simply have a green lawn, and we have two lawn-mowers for the entire western division sent from one station to the other; for instance, Hillside Station wants the lawn-mower, and after using it, forwards it to Ferguson, etc.

Mr. Besler: The suggestion you make about lawn-mower is a new one, but it seems feasible.

Mr. Finney: The M. K. & T. has not gone very far towards beautifying the station grounds. If we maintain good housekeeping we consider we are doing all that is required. I find, however, that some of our agents are quite in the idea of having appearances kept up. Yesterday I had one man ask if he could run a pipe from the tank to a park and put up a fountain. Since he made that suggestion I am going to see what can be done at other stations. I think Mr. Heether's suggestion

about lawn-mower a good one. I would like to ask who keeps the mower repaired?

Mr. Heether: Our storekeeper, to whom it is sent when it needs sharpening or other repairs.

Mr. Davidson: There is one point in connection with the executing of leases to patrons of the line for locating warehouses on the right of way. We require them to paint such buildings our standard color, so there will be no variegated colors on the station property.

President: The Burlington has also a similar system.

Mr. Burlingame: Our company has not taken hold of the matter in a radical form; however, at several of our stations the grounds have been fixed up; at one station the water pipes are run from the tank to a park; at Flora we have a park 50 by 300 feet. The agent takes care of it. Flowers were furnished by general subscription among trainmen; that is the way it started, and the management provided lawn-mower.

Mr. Miller: We have done very little in that respect except to clean up, but our people have just about established at Aurora a floral department, which we hope will produce good results.

Mr. Besler: There has been some suggestion as to the good to be had from such a policy. I think the Michigan Central has a greenhouse at Niles, Michigan, and all passenger trains passing that point is met by an attendant, who presents each lady on the train with a bouquet of flowers. In speaking to a party about this he cited the case of a party of school teachers who took that line east simply because one of their party who had traveled over the M. C. before called attention to the practice. Mr. Sands, perhaps you can give us some thoughts on this matter.

Mr. Sands: My recent experience does not fit me for discussion on this subject. It strikes me Mr. Davidson has made the right start, and that you should go inside and come out; that is, you should have your agent clean up inside and then branch out to station grounds. I have been over some eastern lines, where considerable money had been spent to what was called

beautifying the station grounds, but comparing the inside with the outside it was quite a contrast, and not at all favorable to the expenditure at that particular station. You would find outside the lawns in splendid condition, flowers tastefully arranged, while inside of the station building, the windows hard to see through, the cuspidors unclean, water-closet foul, etc., and it would seem to me the money could have been put to better advantage.

In my early days of railroading there was about as much money expended in decorating locomotives as was possible, but today we have gotten down to a strictly business basis, although we do insist that the locomotives be kept in first-class running order. I would apply that same argument to station buildings. If you have as much money to spend as Boston & Albany, we will say—and they have got to find some way to spend it—there is a good reason for their beautifying stations, but there is a sense of appropriateness that should apply everywhere.

President: Some of the roads like the Florida lines spend enormous amounts for decorating station grounds, and Mr. Anderson just calls my attention to the fact that when he was with the Central of Georgia that road spent nearly \$200,000 on landscape gardening, shrubbery and flowers, and that the management of that line were of the opinion that the expenditure had produced good results.

Mr. Sands: Is not that line a large holder of real estate, and that there was an ulterior object in the expenditure?

Mr. Anderson: No, sir. It was spent on account of the tourist travel.

Mr. Collins: My experience has been entirely with western roads. I believe, however, that I appreciate the advantage of any station grounds and pleasant surroundings, and it certainly seems to me it is a very important subject. It strikes me, however, that some of our representatives have been hard on the station agent. How he is going to get time to take care of the station park is beyond my comprehension. It seems to me he is entitled to considerable assistance from the sectionmen.

Mr. Finney: I have had three years' personal experience on this sort of work that is required of the agent in keeping up station grounds, although mine was attending to my own establishment. It would not take over twenty minutes a day to keep grounds in proper condition. I don't think we have an agent on the St. Louis Division that hasn't time to keep such practices up.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., March 8, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. A. TURNER.....	A. G. Supt.
“	.....MR. C. W. KOUNS.....	Supt. Car Ser.
“	.....MR. F. H. RUSSELL.....	Trainmaster.
C. & A. R. R.....	MR. M. SHEEHAN.....	Trainmaster.
C. R. I. & P. Ry.....	MR. W. J. LAWRENCE...	Supt.
“	.....MR. T. B. COOK	Asst. Supt.
“	.....MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Asst. Supt.
K. C. F. S. & M. R. R.	MR. R. R. HAMMOND....	Gen'l Supt.
“	“ ..MR. H. S. MITCHELL....	Supt.
“	“ ..MR. W. H. CHURCHILL..	Ass't T. M.
“	“ ..MR. E. F. EDGECOMB...	Agent.
C. M. & St. P. Ry.....	MR. D. W. RIDER.	
M. K. & T. Ry.....	MR. E. M. COLLINS.....	Supt. Car Ser.
“	.....MR. D. ALLEN	Agent.
“	.....MR. C. F. SCHRAAG.....	Trav. Eng.
C. G. W. Ry.....	(Not represented.)	
St. L. & S. F. R. R.	MR. A. J. DAVIDSON....	Supt. Trans.
“	.....MR. A. O'HARA.....	Supt.

K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....	Asst. Supt.
Mo. Pac. Ry.....	MR. J. R. WENTWORTH.....	Supt. Car Ser-
"	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	MR. A. T. PALMER.....	Ass't Supt.
Wabash R. R.....	MR. JAS. LAUGHLIN.....	Trainmaster.
"	MR. U. B. DARNALL.....	Agent.
K. C. N. W. R. R.....	MR. R. P. ISITT.....	Agent.
K. C. P. & G. R. R.....	MR. W. L. STEVENSON.	
K. C. Belt Rv.....	MR. D. W. RIDER.....	Supt.
K. C. Sub. Belt R. R...	MR. W. L. STEVENSON.....	Supt.
"	MR. W. S. CARSON.....	Trainmaster.
Union Depot Co.....	MR. E. J. SANFORD.....	Supt.

VISITOR: Mr. E. A. Chenery, Supt. Telegraph, Terminal R. R. Association, St. Louis.

President: If there are no objections the minutes of the last meeting will stand approved as printed.

Secretary: Mr. Lawrence has called my attention to the fact that he is quoted, on page 157 of February proceedings, as saying, "The damage in that case was a broken Janney drawbar and no delay whatever," instead of "The damage in that case was a broken Janney drawbar *arm*," etc. I would like to make this correction.

President: With this correction, if there are no others, the minutes will stand approved.

Unfinished Business.

President: The question of transferring lumber was brought up at the January meeting by Mr. Atkinson, of the K. C. P. & G., and after some discussion laid over until the February meeting. There being no representative of the K. C. P. & G. here on that date, it was deferred until this meeting. I don't know whether Mr. Stevenson is prepared to take up the question today or not.

Mr. Stevenson: Mr. Atkinson is handling that matter, and he is confined at home today by sickness. I would like to have it laid over for another meeting.

President: If there is no objection it will go over.

President: At the January meeting the Cincinnati Division submitted a set of rules covering rental of coaches on a per diem basis, which was discussed at our February meeting and the Secretary instructed to get an expression from the members as to whether the rules as recommended would be satisfactory to them, or what, if any, amendments they would like to offer. He has a number of replies, I understand, and it might be well for him to state to the Association the result.

Secretary: I have only received replies from nine of the lines, as follows:

C. & A.—No; are using the American Ry. Ass'n Rules.

K. C. F. S. & M.—Yes.

M. K. & T.—Decline to vote, as they do not think it is a Supts.' Ass'n matter.

Mo. Pac.—Yes, with minimum charge of \$5.00.

Un. Pac.—Yes, with minimum charge of \$2.00.

Wabash—No; are using American Ry. Ass'n Rules.

K. C. N. W.—Would prefer mileage basis.

K. C. P. & G.—Yes.

K. C. Sub. Belt—Yes.

President: It would seem that we are not yet in a position to make a definite reply to the Secretary of the Central Association. What is your further pleasure with regard to this question?

Mr. Rider: I move that it be referred to a Committee of three to take the matter up and report at the next meeting.

Mr. Stevenson: It was my understanding that this Division would be governed by the opinions as expressed by the representatives of the lines through letter ballot.

President: That was the intention, but it seems that we haven't replies from all. If I might offer a suggestion, it would perhaps be better to let the matter run over another month, and

in the meantime the Secretary endeavor to get an expression from each member, and then formulate our reply on the opinions we get from the lines.

Mr. Mitchell: Where several of the lines have stated that they are following the American Railway Association rules would it not be well to call their attention to the fact that these rules in no way conflict with the American Railway Association rules, but take the matter up where the American Association drops it and does away with the necessity for discussion of the details every time coaches are loaned? Perhaps they do not thoroughly understand the purpose of these rules.

Mr. Rider: That was my idea in referring it to a Committee to take the matter up and relieve the Secretary of that work.

Mr. Mitchell: If that is the intention, I will second Mr. Rider's motion.

The motion was then put and carried. The President appointed as the Committee Mr. Mitchell, as Chairman, Mr. Sheehan and Mr. Fish.

Reading of Correspondence.

The Secretary read communication from Secretary Fetter relative request of the Chicago Car Foremen's Association to exchange proceedings.

After some discussion it was on motion decided to advise Secretary Fetter that we have no organization in Kansas City corresponding to the one referred to in this communication, and therefore we would not be in a position to exchange proceedings with them.

New Business.

The President brought up the matter of basis for figuring train tonnage reports, and Mr. Lawrence, of the C. R. I. & P. promised to furnish at the next meeting a detailed statement showing the basis in use on the Rock Island.

Mr. Hammond: I would like to ask Mr. Lawrence if the

are using the tonnage system of rating trains, and, if so, whether they have derived any benefits over the old system?

Mr. Lawrence: We are using the tonnage system, and find the benefits are considerable.

Mr. Hammond: Have you any figures showing what the relative difference is?

Mr. Lawrence: No, I haven't any figures with me.

Mr. Mitchell: While we haven't adopted the tonnage system, I have made some experiments which go to show the manifest benefits of the system. The experiments have not been as elaborate as some roads have made before adopting the tonnage system, but they have been sufficient to induce me to make a recommendation to our people to try the tonnage rating on the Kansas City District. The experiment I made was simply to take the weight of a large number of trains on the car basis, and I found that where certain engines are rated to handle sixteen loads that it might mean anywhere from 300 to 560 tons, and I thought of starting out with making the maximum tonnage of the sixteen loads the tonnage rating for that class of engines over the Kansas City District. I thought by doing so our company would certainly not be losing anything, for we would always be handling 560 tons, although sometimes there might not be quite so many cars as under the present system.

Mr. Hammond: Our rating over the Ozark Division was eighteen loads ordinarily. That rating was made when the maximum capacity of cars was forty thousand, and when there were a number of sixty thousand capacity cars they frequently had to double hills, which is something we would not want them to do. The point I started to mention was this: of course, with sixteen loads you could make the heavy grades and curves; there is not near the train resistance there would be if the same amount of tonnage were distributed over twenty or twenty-two cars. Did your experiments provide for that?

Mr. Mitchell: My intention was to make an arbitrary allowance per car besides the actual tonnage.

Mr. Collins: I understand the Big Four have recently

made, with the assistance of professors from the University of Illinois, some very extensive experiments in this direction with a dynamometer car and other instruments, the result being that they decided that there was not enough merit in so-called "friction" to justify an allowance for it. As I understand it, they based their decision on the showing of the instrument that the pulling resistance of, say 900 tons gross, with twenty cars was practically doubled as compared to the same gross tonnage with forty cars, owing to the increased axle and rail friction on the twenty cars, account increase in weight of load. While this does not appear reasonable in view of the certain increase in atmospheric and curve resistance when twenty cars are added, it is claimed that the difference, as stated before, was not sufficient to justify an allowance. We may be surprised and theorize all we please, but it is difficult to argue against the showing made by the dynamometer car.

President: I presume within the past few years nearly all of the roads in the country have changed from the car basis to the tonnage basis of rating engines. Our line has adopted it within the past year. Our superintendents got out circulars showing what the rating of the various engines would be, and instructions were issued that there should be an arbitrary seven tons for friction added to each car, whether a coal car or refrigerator, a load or an empty. When we came to make up trains at Kansas City it was shown that while, under the old system, we were able to handle from forty to forty-five empty coal cars, by allowing seven tons to each car for friction it cut the trains down to thirty-one or thirty-two cars. I took the matter up with our superintendents and called their attention to the fact that engines were not hauling as many empty coal cars as they formerly did. They then modified the rule in the case of empty coal car trains, giving them from forty to forty-five, according to the class of engine. I am rather glad to hear this statement from Mr. Collins with regard to the Big Four's experiments.

Mr. Collins: On the M. K. & T. an allowance is made for friction, on some divisions five and on some seven tons per car,

depending on the length of trains, exposure of the track to wind, etc.

It may not be out of place to add, in this connection, for the benefit of any that may not be posted on the subject, that the Canadian Pacific have gone into the tonnage question possibly more thoroughly than any other railroad on this continent, and show up very complete statistics. I know that the data we secured from them was very satisfactory indeed, and I think if you would arrange to get information as to their system it would prove very interesting to the members of this Association.

President: At our last meeting we had quite a discussion of the question of handling freight trains partially equipped with air, and it was kept up until such a late hour that we had to adjourn with the understanding that it should be brought up at this meeting for further discussion.

We have with us again today several representatives of the Rock Island, who are the champions of a system of handling freight trains partially equipped with air from the rear end. They are diametrically opposed by the M. K. & T., who claim to have tried that system with bad results, and now handle their trains entirely from the head end.

Mr. Hammond: I would like to state a case for the Rock Island to explain how they would handle it. A number of years ago we had near the Cotton Belt Crossing on the Arkansas Division some very bad accidents from breaks-in-two. Our trains averaged about thirty cars. We have something like a one percent grade approaching that crossing. In going down there, say with thirty cars, fifteen equipped with air switched ahead, and fifteen nonair, in making the stop for that crossing, what would be the method pursued? How would the stop be made?

Mr. Lawrence: The brakemen would be required to take the slack out of the train with the handbrakes and the engineer assist in making the stop for the crossing. We don't do any braking with the caboose, it is all done on top.

Mr. Hammond: When we had this matter up a number of

years ago we corresponded with various roads over the country and among them the Rock Island explained their system, but we could not agree with them. We finally adopted a rule to practically police the portion of the train back of the air on all dangerous hills, or in making stops like the Cotton Belt crossing I have spoken of. In handling a train at such a place our method would be this: Before it came time to apply the brakes the head brakeman would take a position immediately behind the air and the rear brakeman walk ahead far enough so that the two together can see that the train is intact. The rear brakeman is not required to set any brakes except in case of emergency. Then the engineer applies the air and takes up the slack, and the forward brakeman assists in making the stop with the handbrakes.

We adopted that rule about three years ago, and I can say that since that time on the division between Springfield and the Mississippi River we haven't had a single break-in-two-and-run-together except where brakemen failed to obey orders. That has happened in three instances, and in every case the brakemen have been discharged. Outside of that it hasn't cost our company a dollar for breaks-in-two-and-run-together.

I have tried, myself, this system of holding trains from the rear, and I used to think I was a pretty fair brakeman. We had a number of experiences down on the Arkansas Division with trainloads of empties, something like fifty-five or sixty in a train. I remember one case where a train broke into fifteen pieces in making one stop. The slack had been taken out from the rear end and a signal given the engineer to stop. He applied his air and jumped fifteen pins out of that train. I think where the great danger comes in is that the engineer is liable to apply the air before enough brakes have been set to take the slack out of the train to a reasonable extent, and I believe it requires a great deal finer work than the average brakeman is capable of performing satisfactorily.

President: The Rock Island claim to have overcome that by their system of having the men out on top and taking up the

slack from the rear end before the engineer applies the air on the head end. Mr. Turner, what is the practice on the Santa Fe?

Mr. Turner: It is our practice to require the engineer to control the train entirely if he has airbrakes enough to do so safely. Nearly seventy-five percent of our trains are airbrake trains now, except on some portions of the road. We have a rule requiring through cars when not equipped with air to be piped, which practically makes the trains on the western portion of our road airbrake trains. Occasionally you will find a car with defective brakes or something of that kind, but the average train will be ninety-five percent airbrakes.

I believe in the rule requiring the engineer to handle the train for the reason that if you don't require him to handle it one day you can't expect him to handle it right the next day. We always have the conductor or inspector examine the brakes and tell the engineer how many good airbrakes he has and whether there are any leaks. We require our trainmen to get out on top approaching railroad crossings and other places named on the time-card. Descending grades we don't require it except where there are heavy grades like Raton and Glorieta. We have very little trouble from breaking in two on account of failure of engineers to properly handle the air. We do have a great deal of trouble on double hogbacks and in sags with the heavy power we are using out west by trains breaking in two in the air, but it is only occasionally that we have a break-in-two in the nonair.

I think the rule requiring a brakeman, either the head or hind man according to the proportion of nonair cars, to ride on the first car behind the air is a good one. It would be a little hard on the brakeman if they should part right there when they came together if he didn't discover it, but the danger would make him watch pretty closely.

I believe with a train of fifty cars on double hogbacks with our modern engines it is simply impossible for the hind man to pull the slack out. I remember distinctly having a run once

here we handled fifty cars and I never had but one brakeman that could hold the slack out. I had a good many, but there ever was but one who could do it satisfactory to me. It used to be the rule then to "sag" a train, as we called it, but we had a good many breaks-in-two. I think it is simply a matter of training for the engineer, when to work steam and when to shut off at such points as will enable the train to come out of the sag without breaking in two. Sometimes they will break in two because the engineer don't work steam far enough, or perhaps too far. It is entirely a matter of skill and experience with him. It is a hard matter for the brakeman to tell where the sags are, and that is very necessary if you hold the slack from behind, but you can't handle the brakes the way they were handled fifteen years ago. No one man can hold the slack out of a train. He can't get to the brakes fast enough.

President: You state it, then, as an argument why the engineman should handle the train from the head end because he is in a better position to see?

Mr. Turner: He knows he must control the train every day. The brakeman don't do it today and the engineer tomorrow, but the engineer does it every day. The brakeman can never hold all the slack out and prevent pins from jumping out. If he could I would say that it was a good plan, but he can't do it. The first application of the air, even a small reduction sufficient to bring the shoes up to the wheels, will hold far better than any brakeman can with three, four or five brakes set on the hind end. With brakes set on the rear end when the engineer applies the air it is liable to jump all the pins out unless they are M. C. B. couplers. The Rock Island, I believe, have ninety-seven percent M. C. B. couplers.

Mr. Lawrence: I would like to ask if you have any trouble breaking in two with automatic couplers.

Mr. Turner: Yes, we do have some trouble, but not very much.

Mr. Palmer: The Union Pacific settled the question of handling freight trains partially equipped with air long ago, and

it was one of the first lines to adopt air on freight cars. I think I can say now that we have very little trouble with our freight trains. The engineer handles the train entirely. I don't believe there is a brakeman on the road with callous on his hands. We have a great deal of trouble to get them to set brakes on cars set out on side tracks. I believe I am safe in saying that every freight train between here and Topeka, whether Union Pacific or Rock Island, is handled from the head end, regardless of rules.

We adopted a plan of dealing with breaks-in-two a number of years ago which was to string a cord from the last air car to a gong in the caboose. If the train separates in the air, it takes care of itself. If it separates between the air and the caboose, the gong notifies the conductor and hind brakeman, who is most always to be found in the caboose. We require brakemen to ride out on top; whether they do it, I can't say; but I do know that when the gong rings it notifies the conductor that the train is broken in two, and he can take care of his part and let the engineer go with his part. I can't remember when we have had a case of break-in-two-and-run-together. I think it is utterly impossible to take the slack out of thirty cars with ten cars behind. I don't believe the best man living or two or three men can keep the slack out when the engineer applies the air.

If anybody wants to see how they handle trains between here and Topeka, they can have the opportunity any time and they will see that the engineer handles the train.

President: I would like to ask what observations Mr. Sheehan of the C. & A. has made as he has listened to the remarks of Mr. Turner and Mr. Palmer.

Mr. Sheehan: In answering your inquiry I believe it would be fair to reply to Mr. Hammond's question about the Cotton Belt crossing. As I understand it, he referred to a train of thirty cars, fifteen air and fifteen nonair. If that stop was to be made under our rules, the head brakeman's duty would be to place himself immediately behind the air at the time the engineer

shut off steam. The rear brakeman would set brakes, beginning at the caboose, and hold the slack out of the train. When it came time for the engineer to set the air according to his judgment, based on the speed of the train, the distance to run and the grade he was descending, he would make the application. Our instructions are to reduce the pressure about seven pounds, sufficient to get the piston beyond the leakage groove, so it would hold and not leak off, and gradually apply the air. He will bunch the train when he does that. When the train is bunched the trainmen use their judgment whether to leave their brakes set or release them, but the engineer must not use any judgment about releasing the airbrakes. He must whistle "off-brakes" and get a signal from the rear end before releasing. That will prevent his releasing the air while the handbrakes are set and breaking the train in two. When the train is stopped he whistles off and gets an "all right" sign before he releases the air. If he finds that he has applied the air too soon he must still whistle off and the handbrakes must be released before the engineer releases, and then, when he reaches the crossing, the brakeman must set the brakes over again.

The discussion here has brought out the fact that all the companies seem to be satisfied that they have found the right thing. The M. K. & T. have stated that they have prevented trains breaking in two and running together by the method they have of handling trains at the present time. Our friends on the Union Pacific have done the same thing. They have overcome the trouble that I understand they previously had. Our friends on the Burlington, the same way, and the Rock Island also are satisfied with their method, and I am sure the Alton are satisfied with their present method of handling trains composed of air and nonair.

Mr. Hammond: There is one point in the plan we have been following that I believe is superior to the Rock Island and the C. & A. in this respect, that it requires those men to see over that part of the train behind the air. Now in the case just cited, if the rear brakeman gets out and sets brakes from the

caboose and the head man stays immediately behind the air, the train may be broken in two some ten or twelve cars ahead of the caboose and neither of those men see it. Our plan makes the rear man walk forward over the train, and it has been of great advantage to us. Green lights will often deceive you as to the distance, and I think it a very important thing for the rear man to be instructed to go forward. We have found it so.

Mr. Schraag: I would like to ask Mr. Sheehan in regard to their plan of holding a train down grade. As I understand it, you require the rear brakeman to take the slack out of the train and then, if the engineer applies the air, he must wait until the rear brakeman releases and gives a signal. After this is done then you require him to take up the slack again?

Mr. Sheehan: Yes, if it is necessary.

Mr. Schraag: Doesn't this continual bunching and running out cause a jerking of the train all the time?

Mr. Sheehan: It might on some roads. I will say, however, that our longest grade is about four miles. When the engine tips over the top of the grade it is going on an average about ten miles an hour. They don't speed the train very fast down hill, but shut off rather early and let the train increase in speed as it descends the grade. For that reason there is not a great deal of braking required on our down grades, unless they are going to stop at the foot of the grade. Even in that case the jar is very slight if the engineer applies the air lightly at first.

Mr. Schraag: That's all very well if he applies the air only once, but the airbrake is not perfect. He may stop sooner than he expected to, and then he has got to whistle off and get a signal from the rear end before he can release. In stormy weather he may not see the signal or they may not hear his whistle, and this would cause any amount of confusion.

Instead of having the rear brakeman take up the slack, would it not be much better, if you have no independent driving brake on the engine, to have a half dozen or a dozen retainer valves turned up on the head end?

Mr. Sheehan: I can only reply to that in this way, that we tried all these experiments previous to adopting the rule we are working under now, and we found that we broke up much less property working under the present rule, consequently we are living up to it.

Mr. Schraag: The reason for leaving the retainers turned up in that condition is that when the engineer has once applied the brakes holding the train down hill there is no danger if he wants to release without waiting for a signal from the rear end. Instead of depending on two sets of men, you are leaving it to one. There is no danger of the head end getting away, no matter how often he releases, either going down grade or going into a station. The other way one man is obliged to depend on another, and if the other man isn't tending to business he is at a loss to know what to do. This way if the head man turns up the valves the engineer sees him doing it, and he knows that he has enough braking power after the brakes are released to keep the train bunched up going down hill. Why that wouldn't be a better method going down hill and into a station than the method of depending on the brakeman and the engineer both, I am unable to see.

Mr. Sheehan: I can only say that we have had the best results with our present system.

Mr. Schraag: Then your experience was that the retainers would not hold the train back?

Mr. Sheehan: Our experience previous to adopting this rule, allowing the men to work under the rule you speak of, was that trains would break in two and get together. That was our experience.

Mr. Mitchell: It seems to me that it is one thing to keep from breaking in two in the first place and another to keep from getting together after they have broken in two. The Rock Island, I believe, claim to keep them from getting together after they have broken in two.

Mr. Schraag: I believe the Rock Island handle as high as

seventy-five cars in a train. Do you expect trainmen to hold that train into a station from the rear end?

Mr. Lawrence: If you have enough brakes set. We have on the division I am connected with about thirty or thirty-five miles on the east end where we handle as many cars as that in a train. Then we strike our hills. A seventy-five-car train would be composed mostly of empties.

Mr. Schraag: Take a case like this: The engineer shuts off steam going into a station, say with forty or fifty cars; probably he has shut off rather suddenly. A pin jumps out; the trainmen take the slack out; the train rolls on down; the engineer finds out they are not holding him enough and he applies his air. It is a dark night, remember; the trainmen allow the rear end to drift along; they have no means of knowing just where the train is to stop; what is to hinder their running together?

Another thing, what action does an engineer take when he is flagged?

Mr. Lawrence: He answers the flagman.

Mr. Schraag: Does he apply the brakes?

Mr. Lawrence: Of course, if it is an emergency he makes an emergency stop.

Mr. Schraag: How is he to know that it is an emergency?

Mr. Lawrence: It must be or he wouldn't be flagged.

President: It is understood that this discussion refers more particularly to service stops.

Mr. Schraag: How do the engineers get along when they have to handle a train composed of all air; isn't it rather awkward, or do they have any trains of that kind?

Mr. Lawrence: When the train is all air the engineer does the braking. We haven't had any trouble in that respect.

Mr. Schraag: Our experience has been that we had to have them do one thing right straight along or they were very awkward at it.

The M. K. & T. had as much trouble as any road with the first introduction of airbrakes, which was somewhere in 1891 or 1892, and up to 1893 we had a great many serious accidents

from trains breaking in two and running together. It got so serious that at one time we abandoned the use of the air altogether, except in emergencies, and issued orders to make stops for stations and hold trains down grades by hand. That rule was in effect up to January, 1893. During that time we had been discovering what the trouble was—that engineers were not accustomed to the use of air. It had only been used before on passenger trains, and they had seen them make nice stops right at the platform, and thought the same thing could be done with a freight train, and the result was that brakes were applied too suddenly. The trainmen first tried to avoid these rough shocks by setting the caboose brake, but that didn't help matters much; in fact, in many cases it made it worse, because engineers would apply the brakes too hard and then release them while the caboose brake was set and almost invariably break the train in two; then run along until they got to where they were going to make the stop and apply the air again, with the rear end of the train still following four or five or more car lengths, as the case might be, and when the engineer applied the air on the head end, the rear end could not be stopped soon enough, and into them they went, causing more or less damage. Sometimes there would be only a few broken drawheads, and more times several cars would be broken up.

The engineers were then told that they were applying the air too hard, that they must make lighter applications. That remedied the matter with some, but with others it left it just as bad. In riding over the road with them we found that they misunderstood the instructions. They had no idea how much reduction to make the first time. I noticed numbers of them, in riding with them, would make a one or two-pound reduction, and then wait a while and make another, and so on, thus making a gradual leakoff through the leakage valves, then when they thought the train was bunched, before it was slowed up, make a severe application, and the result was a severe shock to the rear end.

We gradually overcame all this by riding with them and

teaching them and giving instructions in the airbrake room, until they understood how to bunch a train and keep it bunched going down grade from top to bottom. Then the next thing we had to do was to teach them how to handle trains while using steam. We found that with our heavy engines it was impossible to keep the slack in trains stretched out from the caboose. In fact, we found it impossible for trainmen to tell the proper time to hold and just where to quit. So we did away with the caboose brake entirely, and told the engineers they must handle the trains, and showed them through sags and over hogbacks and down grades, how far to use steam when turning the top of the hill. After we had instructed them in that we were then ready to do away with the caboose brake, and orders were issued accordingly.

Since that time the M. K. & T. have been, you might say, practically free from accidents caused by break-in-two-and-run-together. The breaks-in-two themselves have not been one in five what they were before. In the last five years there has not been on our worst division, the Sedalia Division, a single break-in-two-and-run-together. On the Hannibal Division, where there are a number of heavy grades also, we have had four, but none of them very serious.

The way we have instructed our engineers to keep the slack out going through sags and over hogbacks is, when the engine starts up out of the sag, to pull the throttle open, wide open if necessary to keep away from the hind end, and keep this up until the caboose comes up out of the sag; then almost shut off, until he feels the train settle back, and then open up again. By doing this there is no headway lost and no danger of breaking in two.

Mr. Sheehan: I think the suggestion made about the education of engineers is a good one.

Mr. Lawrence: I would like to see this discussion carried over and an invitation sent to the general superintendents to be present and bring data showing the number of breaks-in-two on the different systems and the amount of damage. I believe this

will be of great value in discussing this subject. I would like to make a motion to this effect.

Mr. Sheehan: I would like to offer an amendment that the Secretary in writing request that if they are unable to be present themselves they send the data.

President: Is the amendment satisfactory to you, Mr. Lawrence?

Mr. Lawrence: Yes, sir.

The motion was seconded and carried.

Mr. Schraag: I had expected to be able to bring our record of accidents from this cause with me today, but I saw Mr. Davis, our superintendent, and we found, in looking over the record books, that those prior to 1895 were burned when the offices burned last year.

President: We have a paper on the subject of Decoration of Stations, by Mr. Lawrence.

Mr. Lawrence read as follows:

Decoration of Railroad Stations.

BY W. J. LAWRENCE, SUPT. C. R. I. & P. RY., TRENTON, MO.

In compliance with the request of the Kansas City Division, Central Association of Railroad Officers, I present to you a few remarks embodying my views upon the subject of Decoration of Railroad Stations.

At a previous meeting we had an extract from the pen of John Ruskin on this subject, in which he expressed the opinion that the decoration of railroad stations is one of the evil tendencies of the present age, but the "present age" in which this was written was forty or fifty years ago, and in this age of advancement and general progress of civilization, expansion and annexation we can not depend upon and approve the views and opinions of the author of an article written in what might be termed "ancient time."

Ruskin says: "The whole system of railroad traveling is addressed to people who, being in a hurry, are therefore, for the

time being, miserable." I can not agree with Ruskin; perhaps fifty years ago the railroads were patronized more by people whom business, not pleasure, compelled to avail themselves of this service. But we have progressed, and as our worthy President remarked at a former meeting, our passenger traffic is made up mostly of people who are in the habit of traveling a great deal and have nothing but leisure on their hands; this class of patronage creates demand for conveniences and luxurious surroundings to help them while away pleasantly the monotonous hours of travel. You take the case of a traveling man, his business compels him to travel all the time; his wants are catered to in train service. He is like a well-regulated watch, he goes through the same routine day in and day out, arrives at the station a few minutes before the departure of the train and looks to the train crew and train equipment for his comfort.

Now let us take up the side of the question in which the ladies or families are traveling, as this forms a large percent of our business, and at the same time make a few comparisons. We have a lady passenger who arrives in the city and has to remain there several hours before being able to make connections to continue her journey. The traveler has no friends in the city and has to while away the hours of waiting in or around the depot. She arrives at a station where the waiting-room is furnished with ordinary wooden seats with iron backs, no decorations of any kind around the building or on the wall, and no attendant or conveniences about the place. She passes her lay-over period in weary waiting and exceeding discomfort, then continues her journey, passing unattractive stations along the route, and arrives at her destination tired in both body and mind and thoroughly disgusted with railway travel.

Then, on the other hand, you take another lady traveling to the same objective point, but arrives in the city at a well-built, clean depot, a porter shows her to the ladies waiting-room, where cushioned seats and rocking chairs are handy, the inside is of modern architecture and tastefully decorated, while a polite attendant is present to see that her stay is made as comfortable

as possible. She steps outside, sees a neat, well-kept park, with settees, on which passengers may wait if they desire, and the surroundings are such that it appeals to the finer sense of nature. She returns to the depot to find literature and papers that make her stay interesting, as well as pleasant; she takes her train, enters a well-aired, clean and comfortable car, continues her journey, passing attractively decorated stations, and arrives at her destination in a happy frame of mind, thoroughly satisfied with her journey, and will immediately remark of the very slight discomforts she experienced, both while waiting for her train and while on her journey. These two passengers tell each other of their experiences; now I will ask of you, which of these two roads would get the return or any future business?

Of course, everyone who travels would not be compelled to wait as these passengers did, yet nearly everyone arrives at station in plenty of time to have ample opportunity to survey the surroundings and decorations of the depot building. No matter in how great a hurry a person may be, the decorations of the building and grounds will not escape that person's observation, and it will leave an impression on his mind that will be remembered and remarked about, thus not only advertising the road, but perhaps influencing business for it. A traveler on a through train observing neat, tastefully decorated station buildings and parks will naturally conclude that the road is in prosperous condition, therefore its equipment and service must be of the safest and best and the road itself must be well patronized. People judge by the outward as well as the interior appearance, and the road that caters to the wants, comforts and fancies of the traveling public will soon become a popular as well as a prosperous road. If this is not so, why was so much money expended on the magnificent Union Station at St. Louis, the different rooms and decorations of which are conducive to the wants and comforts of the traveling public? Why is Kansas City remodeling the Union Depot?

Many people abhor traveling because the waiting for trains is so tedious; could this not be overcome to a great extent or

almost entirely by the judicious expenditure of a small amount of money in the decoration and improvement of station buildings and grounds, which will render patrons almost as comfortable as though they were in their drawing-room at home?

I contend that a man while traveling may retain all of his nobler characteristics and will admire the improvements along the road in the shape of small parks around the depots, and the tasty decorations of the buildings will attract his attention and impress him with the endeavor of the railroad company to present to the traveler as cheerful a view of life as possible.

No matter how many years a man has traveled, a piece of artistic decoration will be noticed immediately, and although he does not have time to stop and discuss it with his fellow-travelers, he will naturally conclude that it is more pleasing to the eye than a severely plain and unattractive place.

While we admit that an attractive station building and grounds may make no difference in the amount of local travel from noncompetitive stations, yet a modern, well-built depot, tastefully decorated and with a nice park, undoubtedly will have its influence upon the amount of travel from competitive points, and even through business originating at distant points is more or less influenced by decoration of local station buildings and grounds; for what passenger would not prefer tastefully decorated buildings to look upon, even though they see them but a few moments as the train whirls them onward, and would they not influence their friends in taking such a route when going on a journey?

We have heard comparisons made between the different union stations by the public, and it is also a fact that the towns along different railways, where one town has better and more modern station buildings than the other, the town having the more modern station is always proud of it and never loses an occasion to make a comparison, which is not only an advertisement for the town, but is an advertisement for the railroad, and without doubt has its influence on the traveling public.

Now, in conclusion, let me state that I do not believe in

decorating every little country station to the extent that we would our union stations and buildings at the larger cities along the route, but I do believe that a small park should be maintained at every country station where it is possible, and at union depots and larger stations the decorations would necessarily have to be confined to the interior of the building.

Mr. Sheehan: I move that the paper be spread upon the minutes and a vote of thanks extended to Mr. Lawrence for the very able manner in which he has presented the subject.

Seconded and carried.

There being no further business, the meeting adjourned until April 12.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, March 8, 1899.

The meeting was called to order at 10:20 a. m. by the Secretary.

The following roads were represented:

B. & O. S-W. Ry.....	MR. H. C. BARNARD.
C. & O. Ry.....	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. L. H. PARKER.
“	MR. B. O'BANNON.
C. C. C. & St. L. Ry.....	MR. M. L. AKERS.
“	MR. J. R. CAVANAGH.
“	MR. J. A. COURTWRIGHT.
I. C. R. R.....	MR. H. SCHEUING.
L. & N. R. R.....	Not represented.
L. E. & St. Ry.....	Not represented.
L. H. & St. L. Ry.....	Not represented.
P. C. C. & St. L. Ry.....	MR. N. B. BOILVIN.
Southern Ry.....	MR. H. B. SPENCER.
“	MR. R. M. BOLDRIDGE.

In the absence of both the President and the Vice-President, Mr. H. C. Barnard was elected Chairman pro tem.

The reading of the minutes of the previous meeting was dispensed with.

The following correspondence was read :

Beardstown, Illinois, March 6, 1899.

Mr. J. C. Loomis,
Sec'y-Treas. Louisville Div., C. A. of R. R. O.,
Louisville, Ky.

Dear Sir: I note the minutes of your February meeting as they appear in our proceedings. I would suggest that you submit with the minutes of your March meeting the rules of order as adopted by the Louisville Division.

There are now under consideration by the other Divisions some proposed rules on the subject of charges to be made on passenger equipment loaned. You will find full text in the January proceedings, of which I presume you have a copy. I wish you would put the matter before the Louisville Division and have them take up the question and make a report; perhaps a Committee appointed for the purpose would be the best plan.

In the February proceedings will be found some topics on the subject of depot ground and station improvement, etc., which it is desired be given some consideration.

Let me suggest that the minutes of your Division be carefully prepared and given in as complete form as possible. This not only adds to the general appearance of the proceedings, but serves to increase the interest of the members themselves.

Finally, to the efforts of the Secretary are due in no small measure the success of the meeting, and I hope that you will give this matter your earnest consideration and cooperate to the fullest extent in the endeavor to bring about the desired end.

Yours truly,

W. G. BESLER,
President.

Louisville, Ky., February 15, 1899.

Mr. J. C. Loomis,
Sec'y Louisville Div., C. A. of R. R. Officers,
City.

Dear Sir: At the next meeting of the Louisville Division

of the Central Association of Railroad Officers I will move the adoption of the enclosed rules governing the return of switch cars. You understand, of course, wherever the word "Cincinnati" is used the word "Louisville" should be inserted, and Rule No. 2 will have to be changed slightly because we do not have the standard card system in vogue at Cincinnati.

Yours truly,

N. L. AKERS.

Rule No. 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Louisville, and which are known as "switch cars," should be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or by a system of which it is a part, such cars need not be returned to the delivering road.

(B) Where the cars are owned or operated by any road having its own line into Louisville, such cars may be returned to owners direct or to delivering road, at option of switching line.

Rule No. 2. Cars belonging to roads not terminating at Louisville must be carded by the line delivering the cars under load for return to that line or for delivery to the road which is proper home route, provided such home route is via Louisville line and so shown on carding.

Rule No. 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with transferable commodity, which has been delivered them for switching inside of the switching limits, to be re-consigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

Rule No. 4. Empty cars other than switch cars belonging to roads members of this Association whose lines terminate at Louisville shall be delivered direct to owners, except when other arrangements are made between the lines interested.

The initials of the cars shall be proof of ownership.

Under above rules the commodities herein noted will be considered "Not transferable":

Vehicles of all kinds, sash doors and blinds, plate-glass, furniture of all kinds, agricultural implements, bottles in bulk, drain tile, household goods, lumber (dressed), lime in bulk, tin plate, all articles under refrigerator protection, tin cans in bulk, cow tails (loose), machinery, marble slabs or dressed stone, crockery ware in bulk, high explosives of all kinds, stoves, brick (pressed or common), fruits or vegetables in bulk, ice, lumber (tongued or grooved), slate, tin roofing, cow horns in bulk, bones in bulk.

On recommendation of Mr. Besler, President of the Central Association, the question of proposed rules governing passenger equipment was taken up. Mr. Cavanagh, of the C. C. C. & St. L., spoke on this subject at some length, stating the different conditions which arose on their system. Some places they were required to pay six cents, four cents and at others three cents per mile for the moving of equipage from points on connecting line to be delivered to his line. Some roads were charging one rate and some roads another rate for the per diem use of cars. Mr. Cavanagh explained that he believed that there should be a uniform charge regarding this with all roads composing the Central Association of Railroad Officers, and he recommended that \$5 per day for coaches, chair cars and postal cars, and \$3 per day for combination and baggage cars. He also recommended that if a road received an order for cars to be delivered to the connection for another line, that after delivery the order should be cancelled, and that the road asking for the cars should be charged with whatever expense the company furnishing same had been put to in making this delivery and preparing the cars for said delivery. After considerable discussion by the members of the Association the following resolution was made, seconded and carried: "That the Chairman appoint a Committee of three to carefully look into this subject and report at the next meeting." The chair appointed in this in-

stance Mr. M. L. Akers, Superintendent Terimnals Big Four and C. & O. Rys., Mr. C. A. Davies, Superintendent L. & N. R. R., and Mr. L. H. Parker, Superintendent C. I. & L. Ry.

The subject proposed by Mr. Akers in his letter of February 15 was then taken up. The Secretary-Treasurer read the rules proposed by Mr. Akers. All roads seemed to be agreeable to these proposed rules with the exception of Mr. Scheuing, of the I. C. He explained the situation in Louisville regarding the Louisville Public Elevator, that after they received cars from connecting line to deliver to the Public Elevator, and the delivery had been made and the cars unloaded, some lines would take the cars out, put grain doors in them and set them back and have them loaded out over their line. The speaker thought that his road ought not to be held responsible for the diversion of cars as above explained, and, furthermore, that his line would prefer the matter to be laid over until the next meeting to ascertain if their superintendent of transportation had any regulations conflicting with these proposed rules; whereupon the following resolution was offered, seconded and carried: "That the proposed rules lay over until our next meeting, and that the Chairman appoint a Committee of three to look into the advisability of putting these rules into effect, and to report at the next meeting. The chair appointed Mr. W. J. Harahan, Superintendent I. C., Mr. H. B. Spencer, Superintendent Southern, and Mr. C. J. Klein, Superintendent L. & N.

The following gentlemen were elected members of this Association: J. R. Cavanagh, J. A. Courtwright, B. O'Bannon and R. M. Boldridge.

No further business, the meeting adjourned at 11:20 a. m., to meet Wednesday, April 12, at 10 o'clock.

H. C. BARNARD,
President pro tem.

J. C. LOOMIS,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

APRIL.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions.

CENTRAL ASSOCIATION.

W. G. BESLER.....President.
M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

W. G. BESLER, Chairman.
M. S. CONNORS. C. E. CARSON. F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELEY. J. W. RILEY.

DIVISIONS.

A. GALLOWAY.....	President.....	Cincinnati Division.
J. W. RILEY.....	".....	Indianapolis "
WM. QUINN.....	".....	Columbus "
A. H. SMITH.....	".....	Toledo "
C. L. NICHOLS.....	".....	Peoria "
A. T. PERKINS.....	".....	St. Louis "
C. E. CARSON.....	".....	Kansas City "
A. M. McCracken.....	".....	Louisville "
W. H. BRIMSON.....	Vice-President.....	Cincinnati Division.
A. A. ZION.....	".....	Indianapolis "
J. H. GLOVER.....	".....	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
H. P. GREENOUGH.....	".....	Peoria "
EDWARD DUNLOP.....	".....	St. Louis "
J. W. STARR.....	".....	Kansas City "
W. J. HARAHAH.....	".....	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
B. H. GARRIGUES.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "
O. G. FETTER.....	Treasurer.....	Cincinnati Division.
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
".....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "

COMMUNICATIONS.

To the Officers and Members of the Central Association of Railroad Officers:

After nearly six months of discussion in our several Divisions on the subject of the Use of Cars in Local Switching Service, and what action can be taken toward securing compensation for use of equipment thus employed, we have been able to reduce the question to an almost unanimous sentiment that the per diem system is the only basis on which all can get together, and is the solution of the conditions which obtain in this question; and furthermore, we believe it is the entering wedge toward the solving of the general problem of a scientific car hire.

Your Executive Committee has given the matter its careful consideration, and stands unanimously in favor of the per diem system.

To this end, therefore, we have forwarded a report to the American Railway Association, and requested the consideration of that organization, and our members will please report accordingly to their various managements for their information.

A gratifying feature of this discussion is that several terminal companies have acquiesced in the proposed per diem arrangement.

Respectfully submitted,

THE EXECUTIVE COMMITTEE.

To the Officers and Members of the Central Association of Railroad Officers:

Referring to the Annual Meeting, to be held in St. Louis on June 20 and 21. Your attention is called to the fact that, in

selecting St. Louis, it was done with especial reference to its accessibility by a one night's ride from each Division of the Central Association. We recognize that most railroad officers have in their regular duties about all they can take care of, and hence we have tried to accommodate the conditions of our Annual Meeting to such a state of affairs.

A well-attended meeting is an inspiration, and much good is sure to result from such a coming together. Begin now to make your calculations, so that you may attend this meeting. A great many persons do not do what they might do if they but willed it, or made their arrangements with reference to it.

We can promise you a first-class meeting, with first-class results, if the members will do their part, which is "a first-class attendance."

We submit this month a fourth chapter on the topic, "Bunching of Cars." Those who have carefully followed the development of this subject at the hands of Mr. Prall must concede that the matter is being brought to a head and the lines drawn in such a way as to bring in positive results and conclusions.

Respectfully submitted,

W. G. BESLER,
President.

Bunching of Cars—Regulations.

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASSOCIATION.

Freight charges are a lien for service, but it is impressed upon every superintendent and local agent that, excepting by legal procedure, the lading arriving in a second car can not be held for the debt incurred for the transportation of the lading in a preceding car, consequently any rules or regulations that may be made for the purpose of expediting the movement of a loaded car must apply singly to that car.

When lading is tendered to a carrier the law holds the shipper to responsibility for his instructions and the carrier for its service in accord with the instructions.

Upon the tariffs are based the contracts for the performance of service at specified rates, but there is nothing contained therein that releases the shipper from his responsibility for proper instructions.

A car moves forward with its accompanying waybill, everybody being held to proper responsibility until its arrival at the terminal; the old practice separated the car from the bill, further movement being dependent upon the will or desires of the consignee, the yardmaster or the agent, when, to the contrary, the service should continue in accord with the waybill instructions until the car has actually been placed in its proper position, the receiver being held to his responsibility for the necessary preparation for its unloading, as his failure to do so reacts upon the service of the carrier in its handling of the cars following.

If the proper preparation for the receipt of the car and its unloading is not made, it necessarily must be thrown into the hold-yards, and where the practice is general the hold-tracks become congested with cars that can only be delivered on orders from the consignee.

Rules to attain car movement must assist the agent, he having been placed in his position by his superiors as the executive for carrying out their orders for the delivery of freights and collection of the charges, and any regulation that is not in harmony with his obligations or that does not assist him in their fulfillment, or that, to the contrary, unnecessarily adds to his responsibility through the forced warehousing of the freights, certainly is detrimental to his company's and the consignee's interests, in so far as they interfere with continuous service.

Consequently all agreements that lessen the agent's control of the car's movement and allow the consignee to hold cars for convenient unloading result in irregularity in movement, not only at the terminal, but on the entire line, filling sidings on whole divisions and at times blocking division points.

All regulations at terminals should so apply that they maintain the authority of the agent, because all records for both through and local movement are made by his subordinates or in

the office of the yardmaster if he is independent of the agent but working in harmony with him to the end of identical service.

No individual or bureau can possibly force continuous movement unless arrangements are made for an immediate record from the time the car is registered, as well as for the conveyance of the proper information to the yardmaster, so that the car will not, except in case of accident, be held where it will interfere with the movement of any other car.

The information should be so clearly conveyed that the car will be switched from the train and continue to its proper position for unloading, the consignee being held to his responsibility for its receipt *and the receipt of all other cars offered*, the rules being applied from arrival.

The question therefore is, can this information be obtained and conveyed promptly by anyone excepting the terminal agent?

It is granted that the information can be obtained, but delayed information invariably necessitates additional switching service. It is prompt information conveyed through the yardmaster to the switching crews that is necessary to prevent the lodgment of the car in the hold-yards, and as the information for that car's movement is on the waybill, and as the earnings of the car are also specifically shown on said bill, the instructions for movement and the collection of freight must both be recorded in a minimum of time, and supervision must be exercised by someone immediately for the proper carrying out of such instructions.

It is not a new system that must necessarily be devised, but it is the logical continuation of the system in use on the individual railroad, and it is the conveyance of immediate information that turns the wheel that earns the money for the maintenance of every department.

A meeting of the Executive Committee of the Central Association of Railroad Officers was held in Room 71, Carew Building, Cincinnati, Ohio, Tuesday, March 28, 1899.

The meeting was called to order at 11:15 a. m. by President Besler.

Selecting Place for Holding the Next Annual Meeting.

It was moved and carried "that the next Annual Meeting of ~~The~~ Central Association of Railroad Officers be held at St. Louis, Mo., June 20 and 21, 1899."

Selection of Topics for the Annual Meeting.

The Secretary was instructed to communicate with the various Divisions of the Central Association of Railroad Officers, requesting them at their April meeting to select a member to prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, said paper to be in the hands of the Secretary not later than May 20, 1899, in order that same may be printed and distributed to the members, so that they may come to the meeting prepared to discuss what is presented.

Organizing a Car Service Department for the Central Association.

The President addressed the meeting upon the subject of having a part of the monthly proceedings set aside for car service matters in general, and after discussion it was moved and carried "that the President address a communication to the various Divisions, asking whether or not they desire their car service matters made a part of the Central Association proceedings."

On motion meeting adjourned at 12:30 p. m.

W. G. BESLER,
President.

O. G. FETTER,
Secretary.

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, April 18, 1899.

The meeting was called to order at 11:00 a.m., by President Galloway.

The following roads were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “ “.....	MR. C. C. RILEY.....	Supt. Trans.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
“ “ “.....	MR. G. H. WALDO.....	Supt. C. S.
“ “ “.....	MR. A. J. BALL.....	A. S. M. P.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER.....	D. M. M.
“ “ “.....	MR. MASON RICKERT.....	D. M. M.
C. & O. Ry.....	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.

President: Unless there are objections, the reading of the minutes of the previous meeting will be dispensed with, same to stand approved as printed.

**Report of Standing Committee on Joint Car Inspection Relative to
C. & O. Ry. Cars Stenciled Limit and Capacity.**

The Secretary read the following communication:

Cincinnati, Ohio, March 16, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: Referring to yours of February 16, relative to C. & O. cars stenciled limit and capacity, this matter was considered by the Standing Committee on Joint Car Inspection at meeting held March 14, 1899, and the following resolution was adopted:

Resolved, That all papers be referred back to the Central Association of Railroad Officers, Cincinnati Division, with the information that we have taken the matter up with the C. & O. Ry. and other railroads, and that the C. & O. Ry. have agreed to change the wording on their cars from limit to capacity as fast as possible; in the meantime, the word limit and capacity is to be construed to be the same, and cars loaded not to exceed 10 percent over limit or capacity are not to be transferred.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Brimson: I move that the report be received and filed.
Seconded and carried.

**Report of Special Committee on Proposed Amendment to Rule 3,
of Rules Governing Returned Switch Cars.**

Mr. Brimson: As I am the only member of that Committee present today, would say that I have not heard anything from the Chairman calling a meeting of the Committee, and will have to ask that the Committee be granted further time.

President: Unless there are objections, the Committee will be given further time in which to report.

Is it Feasible for all Lines to Adopt Uniform Rules Relative to Permitting the Loading of Cars Beyond the Marked Capacity?

The Secretary read letter from the Secretary of the Central Association, embodying letter from Mr. J. R. Cavanagh, submitting this subject as a topic for discussion.

President: What action do you desire to take on this subject?

Mr. Waldo: The C. H. & D. Ry. recently fixed their rule so that it is 10 percent on any capacity cars. It used to be 10 percent on 40,000 capacity cars and less, and 4,000 pounds on higher capacity.

Mr. Riley: I presume the question was asked in order to get an expression from the different Associations on this particular point. As far as the B. & O. S-W. Ry. is concerned, we believe it is feasible for all roads to adopt uniform rules, and we think it would be advisable for all roads to adopt a rule permitting 10 percent above marked capacity to be loaded. That is the rule on our line, and, I believe, on most roads. Some roads, however, permit cars to be loaded 10 percent beyond marked capacity up to a certain limit, and then an arbitrary amount; others, I believe, only allow 5 percent.

Mr. Lawler: In my opinion, all cars that are running today are safe to load 10 percent in excess of their marked capacity. A 60,000 capacity car is safer to load 10 percent in excess than a smaller capacity car. If I was placing a maximum limit on this point, I would place it on the 40,000 capacity and smaller cars, as they are cars that have been in service for a long time, the cars of recent date being larger capacity cars, and I would have no hesitancy in loading these cars 10 percent beyond their marked capacity.

Mr. Smith: My experience is that it would be perfectly safe to allow 10 percent beyond the marked capacity from 20,000 capacity cars up. A number of years ago, when I was connected with the Pennsylvania Company, we had a lot of

smaller capacity cars, 20,000 pounds, and we did not want them loaded any heavier. We examined a lot of these cars one day and told the Superintendent of Motive Power that those cars would stand at the least calculation 24,000 pounds. He tried a number of those cars and finally raised the capacity on about one hundred of them. We used them to ship grain to New York and Philadelphia, and never had any trouble with any of them, as all cars are built from 3 to 5 percent stronger than the load they are calculated to carry.

Mr. Ball: In my opinion, any car is capable of carrying 10 percent in excess of its marked capacity, provided it is within the limits as prescribed by the M. C. B. Rules for axles.

Mr. Arnold: I think it is feasible and that it would be very desirable for all roads to adopt a plan of loading 10 percent above marked capacity. The L. & N. R. R. has found it to be perfectly safe.

Mr. Rickert: I believe it would be perfectly safe to load all cars 10 percent above their marked capacity.

Mr. Arnold: I move that it is the sense of the Cincinnati Division that it is feasible for all lines to adopt a uniform rule governing the loading of cars beyond their marked capacity, and recommend that all Divisions of the Central Association of Railroad Officers adopt the American Railway Association rule which permits the loading of cars 10 percent above their marked capacity.

Seconded by Mr. Brimson and carried.

Annual Meeting.

The Secretary read the following communication:

Cincinnati, Ohio, March 29, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at my office

March 28, 1899, it was decided to hold the next Annual Meeting of the Central Association of Railroad Officers at St. Louis, Mo., June 20 and 21, 1899.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Riley: It seems to me that the Executive Committee did not make the choice of dates with the proper care. The International Association of Car Accountants, of which all car service officials are members, holds its annual convention at Saratoga, N. Y., on the same date, and the American Railway Master Mechanics' Association holds its annual convention at Old Point Comfort the day before, and as those dates were decided on a year ago, it seems to me that the Executive Committee should have been careful not to conflict with them, and I therefore move that this Division recommend to the Executive Committee that they change the date of the Annual Meeting so that it will not conflict with the meetings of the other Associations, of which some of our members are also members.

Seconded by Mr. Waldo and carried.

Communications Received.

The Secretary read the following communication:

Cincinnati, Ohio, March 29, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at my office March 28, 1899, I was requested to advise all Divisions, requesting that at their April meeting a member be selected to prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, said paper to be in the hands of the Secretary not later than May 20, 1899, in order that same

Meet
Louis

may be printed and distributed, so that all members may come prepared to discuss what is presented.

Please present the matter at the next meeting of your Division.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

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Mr. Arnold: I move that a Committee of three be appointed by the Chair to take charge of this matter; that is, select a topic for a paper and also a member to present same at the Annual Meeting.

Seconded by Mr. Brimson and carried.

President: I will appoint as that Committee Mr. Brent Arnold, Chairman, Mr. W. H. Brimson and Mr. F. M. Lawler.

Beardstown, Ill., March 30, 1899.

Mr. O. G. Fetter,

Supt. Cincinnati Car Service Bureau.

Dear Sir: At a recent meeting of the Executive Committee of the Central Association of Railroad Officers the question of organizing a car service department, to be combined in our monthly proceedings and made a prominent feature of our publication, was discussed.

Briefly, at the present time car service managers are expected to run their bureaus and conduct a satisfactory car service department, and are given but very little, if any, assistance by the operating officers, who should stand firmly with them, giving them the necessary assistance and moral influence which they should receive. It is proposed that each car service manager should furnish his monthly reports to be incorporated in the proceedings, whereby one Division may be able to see what some other Division is accomplishing and the results of the manager's work, and perhaps gain from such report some information applicable to their own needs or conditions.

In order to get this matter properly under way, we wish to first secure from each car service manager a copy of all of his

March reports which he publishes and gives to his Division. Will you therefore please arrange to send me a copy of all such reports, when the matter will be taken up further and we will determine whether to carry out this proposition.

Please advise me how early in April may I expect your report.

Yours truly,

(Signed) W. G. BESLER,
President.

After freely discussing this matter, it was found to be the sense of the meeting that it would not be advisable to make car service reports a part of the Central Association proceedings, and the matter was ordered tabled.

Computing Time on Loaned Passenger Equipment.

Mr. Waldo: I desire to call the attention of this Association to the action of the American Railway Association at its meeting, held at Detroit last week, on the coach question, and think we should take some action to get ourselves in line. We adopted a set of rules at the last meeting that conflict with the rules of the American Railway Association. The second section of Rule 3 reads: "When the number of hours divided by 24 results in a fraction of a day, the fraction shall be charged for proportionately at the per diem rate." That means if any one of us have a coach that is in our possession for less than half a day, or for any fraction of a day, that it takes the proportional rate of the amount charged for per day.

The resolution recommended by the Committee on Car Service of the American Railway Association, and unanimously adopted in Detroit last week, is as follows:

Resolved, That where per diem rates are charged for the use of cars under the resolution adopted April 15, 1896, the per diem shall be computed from the time of delivery and fraction of days shall be counted as a full day when such fraction exceeds half a day. Where necessary to haul cars empty over

the road owning them for delivery to the road hiring them, it shall be proper to make such charge for hauling to the point of delivery as may be agreed upon.

It seems to me that, in the light of the action on the part of the American Railway Association, that we ought to change our rules a little in order to bring them into line with theirs.

Mr. Riley: As our rules were simply adopted subject to the adoption of same by the other Divisions, and then to be submitted by the President to a Committee for revision before final adoption, I think it would be well to let the matter rest at present, as they will come up for final action later on and we can then reconcile them with the American Railway Association Rules.

Mr. Waldo: I move that the Secretary be instructed to communicate with President Besler calling his attention to the recent action of the American Railway Association, and suggest that he bring this matter to the attention of the Committee to be appointed by him to revise the rules, so that the rules as offered for adoption to the Central Association may be in line with the American Railway Association Rules.

Seconded and carried.

On motion meeting adjourned at 11:40 a. m.

A. GALLOWAY,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, April 3, 1899.

The meeting was called to order by the President at 2: ~~5~~5
p. m., the following lines being represented:

P. C. C. & St. L. Ry..M. W. MANSFIELD....Superintendent-
I. & V. R. R.....M. W. MANSFIELD....Superintendent-
C. C. C. & St. L. Ry...G. W. BENDER.....Superintendent-
P. & E. R. R.....J. W. RILEY.....Superintendent-
" "J. A. GIBSON.....Road F. of E.
L. E. & W. Ry.....S. R. KRAMER.....Superintendent.
" "M. P. DENISTON.....Trainmaster.
" "I. W. KURTZ.....Div. Mas'r Mec' <
C. I. & L. Ry.....A. J. O'REILLY.....General Agent.
" "F. M. QUIMBY.....Trainmaster.
T. H. & I. R. R.....O. E. RAIDY.....Trainmaster.
" "J. M. LINDLEY.....Road F. of E.
I. U. Ry.....A. A. ZION.....Superintendent.
*C. H. & D. Ry..... (Not represented.)
I. D. & W. Ry..... (Not represented.)

VISITOR: F. L. Campbell, Trainmaster, Peoria Div., T.
H. & I. R. R.

*The following letter was received from Mr. Galloway, Superintendent:

Mr. G. B. Staats,

Secy. C. A. of R. O., Indianapolis, Ind.

Dear Sir: I am very sorry indeed, but I can not attend the meeting of the Central Association on Monday, April 3. On that date we start the biennial examination of employees on sight and hearing, which will fully occupy my own and the Trainmaster's time for a week or more.

Yours truly,

A. GALLOWAY,
Superintendent.

Unfinished Business.

Committee Reports.

The Secretary read the following supplementary report on

Use of Cars in Local Switching Service.

Central Association of R. R. Officers,

Indianapolis Division.

Gentlemen: Your Committee on the subject "Use of Cars in Local Switching Service" beg leave to report that so far as they can see the paper on, and discussion of, this subject at the past several meetings, as per printed proceedings, covers the ground fully.

In our opinion a resolution should be passed by our Association that it is desirable, as far as practicable to do so, to make a specific charge for the use of the car, in addition to the regular switching charge for moving car from point to point. Furthermore, that as far as it is possible to do so, we would request that the parties in charge of making rates for switching service base such charges on a per car basis, instead of on a loaded car charge and nothing for the empty, or one rate for a loaded and a different rate for an empty; that by so doing, the switching accounts of the various lines could be handled more economic-

ally, as well as getting better check on revenue, than the present system. We appreciate that there are already existent contracts whereby the above recommendations can not be carried out, but we believe that if done in cases of new arrangements, more economical methods can be adopted.

Yours truly,

J. R. CAVANAGH,
A. A. ZION,
Committee.

On motion of Mr. Bender the report was accepted and the Secretary directed to submit a copy of the report to the various lines and request a letter ballot as to the question of making a specific charge for the use of a car in addition to the regular switching charge, and submit the result at the next meeting.

The Committee (A. A. Zion and Wm. Swanston) on combining and tabulating the various rules and instructions issued from time to time reported progress.

Mr. Zion stated that inasmuch as a number of rules were still under consideration, viz.:

- (1) Use of Cars in Local Switching Service;
- (2) Manner of Handling Switched Cars; and
- (3) Rules Governing the Loaning of Passenger Car Equipment, he thought it would be well to defer this work pending final disposition of the proposed rules before the Association.

On motion the Committee was given further time.

Proposed Rules Governing the Loaning of Passenger Car Equipment.

(See page 12, January, 1899, minutes.)

The Secretary read a letter from Mr. A. Galloway requesting that the vote of the C. H. & D. R. R. be changed and cast in favor of adopting the rules.

A communication from Mr. E. B. Taylor, General Superintendent of Transportation of Pennsylvania lines, was submitted by Mr. Mansfield, concurring with all the rules excepting No.

3. preferring to adhere strictly to the agreement of the American Railway Association, covering the point at issue, viz., that ~~when~~ cars are loaned to another line and they are returned to ~~the~~ owner inside of twenty-four hours, a charge for a full day ~~for~~ each car will be made.

The result of the letter ballot now stands as follows:

In favor of adoption 8 lines.

Opposed to adoption 2 lines.

The Secretary of the Central Association having been advised of the action taken, it was the sense of the meeting that no further action was required, as it was the understanding that the question was to be taken up by the American Railway Association at the April meeting.

Manner of Handling Switch Cars.

The Secretary submitted samples of the standard cards in use in Cincinnati in accordance with action taken at the March meeting. For the purpose of securing a full expression, and to determine as to the kind of card that should be placed in use at Indianapolis, the Secretary was instructed to take the matter up by letter, submitting a sample card, and ask for the views, recommendations, etc., and report at the next meeting.

(NOTE. The rules governing the manner of handling switch cars were adopted at the February meeting.)

The following communications were next read:

1899 Annual Meeting.

Cincinnati, Ohio, March 29, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association held at my office March 28, 1899, it was decided to hold the next annual meeting of the Central

Association of Railroad Officers at St. Louis, Mo., June 20 and 21, 1899.

Yours truly,

O. G. FETTER,
Secretary.

Cincinnati, Ohio, March 29, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at my office March 28, 1899, I was requested to advise all Divisions, requesting that at their April meeting a member be selected to prepare and present at the annual meeting a paper on any subject he may desire, said paper to be in the hands of the Secretary not later than May 20, 1899, in order that same may be printed and distributed, so that all members may come prepared to discuss what is presented.

Please present the matter at the next meeting of your Division.

Yours truly,

O. G. FETTER,
Secretary.

Cincinnati, Ohio, March 31, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: See my circular letter of March 29, relative to preparing papers to be presented at the annual meeting. Same reads as follows:

"to select a member to prepare and present at the annual meeting a paper on any subject he may desire."

Same should read:

"to select a member to prepare and present at the annual meeting a paper, the subject to be selected by the Division."

Kindly make the correction and oblige,

Yours truly,

O. G. FETTER,
Secretary.

After considerable discussion the meeting selected the topic, "Railroad Signal Lights," on which a paper should be prepared and read before the annual meeting.

On motion it was decided that the Chair should appoint three persons to jointly prepare the paper on the subject selected.

The Chair named Messrs. C. S. Rhodes, A. A. Zion and A. J. O'Reilly.

Mr. Raidy next addressed the meeting on the subject:

Burning Soft Coal without Smoke.

"Mr. President and Gentlemen: In volunteering to talk on this subject it is not my intention or desire that it shall in any manner detract from the credit that is due to the editor of the Locomotive Engineering Journal, and my object in talking is simply to give what I know to be a good thing, a start. We are all aware that there are many good things that need pushing before they get a start. This, I think, is one of them, and when it does get a start will travel very fast from its own merit.

"I read with more than ordinary interest the article that appeared in the December number of the Journal on this subject, and I felt about as one feels when an entire stranger is brought up and introduced, and after exchanging a few remarks they find they are old-time friends who have drifted apart and lost sight of each other for a good many years. The only criticism I can offer on the article is that it does not go into the matter deep enough, or in other words, it doesn't explain the methods by which the results are to be obtained.

"At the time I gained my first ideas of this method of firing I was not employed as a fireman, but was riding on an engine and watching another man fire the engine with very poor success. He was putting in anywhere from six to twelve shovels of coal and keeping the fire-door open from six to ten seconds for each shovelful, breaking the lumps that were too large to

go in the door whole. The engine, however, was in bad shape for steaming, several flues and both side sheets leaking. I suggested he let me relieve him for a while and I took hold and commenced firing. I scattered the coal as evenly as possible over the surface of the fire-box, and I put it in and got the door shut as quickly as possible. You all know the effect that opening the fire-box door has upon the fire of an engine. I think that the secret of this method of firing lies in getting the coal into the fire-box quickly. Break it up fine and keep the door closed as much as possible. It would be perfectly natural for me to say there is just so much smoke in one hundred pounds of coal, and it would be perfectly natural for you to believe that this is the case. After reading the article a person might be inclined to think the title might be a misnomer; I know it does not convey the proper idea to men who are performing the work at this time, but I am inclined to think, after giving the matter careful thought, that is the proper title. If you break the coal up fine, say none of it larger than egg-size, and put it in by the single shovelful, spreading it over the surface of the fire-box as much as possible, you convert the engine into a partial smoke-burner without adding any of the usual costly appliances to make a smoke-burner, as I believe that that method of firing comes as near as possible to perfect combustion.

“The proper method to fire is (unless the grade of the road is down so that the train will start itself), the fireman must have from six to eight inches of fire in the fire-box to start with, because in nearly every case, unless it is down grade, the engine has got to be worked at or nearly her full capacity for a few car lengths, and the fireman having six or eight inches of good, solid fire to begin with, he will wait ordinarily until the smoke ceases to issue from the stack. He will put in a shovelful of coal and will scatter the coal as evenly and as much over the surface of the fire-box as it is possible to do with one shovelful of coal. He must get the door shut just as quickly as possible, and waiting thirty or forty, or possibly sixty seconds, put in another shovelful. He can, as he opens the door, glance at

the fire and see where it is burning white and clear, and that is the point where the fire needs replenishing first. If there are spots that still show dark, no coal should be put there, and he can gain that information every time before he puts in a shovelful of coal. I am satisfied that by this method of firing any train can be taken over the road with a saving of at least one-fifth of what is used today. The life of a fire-box in general and of the flues would certainly be added to by this method. I believe the fire-box that has been renewed every thirty months ought to last thirty-six. A flue that has lasted eighteen should last twenty-four to thirty. It would be a great saving to the fireman. He wouldn't have to handle near as much coal as he does; he wouldn't have to go near as far as he does to get the coal when he gets down near the end of his run, because he now has to go sometimes twelve or fifteen feet for a shovelful of coal before he gets to the fire-box door. The engine would last longer, and the fireman himself would be a gainer in several ways, and I know of no manner in which as great a saving can be effected with as little outlay as by adopting this method. Of course the fireman has to have assistance from the engineer, and it must be intelligently applied. The engine should be watched carefully, and as soon as the valves are discovered out of true they should be squared, and the injector should be looked after carefully so that at all times it should be capable of lifting the maximum amount of water so that the engineer can have at all times a good supply of water in his boiler. I am satisfied that it is one of the best ideas that has been put before us for a long time. I note in this article that the General Superintendent of the B. C. R. & M. claims an actual saving of 10,526 tons of coal in the first nine months of 1898 as compared against the same period of 1897. If all roads would adopt this method of firing and would be able to show as great a saving as that, it would certainly be considered a great thing and good results, and that is what the management of railroad companies in these days desire.

"I advocated some years ago this method of firing, and also

that the company purchase nothing but nut coal, because if the coal is put on in lumps that will weigh four, five or six pounds or more it requires considerable additional labor on the part of the fireman to break it up fine, and I firmly believe no piece of coal should go into the fire-box larger than a hen's egg, but the matter was inquired into and it was found that the mine operators would have to put in very expensive machinery in order to make the nut coal in sufficient quantity to supply the demand.

"I believe it would pay a railroad company to employ men to break up every particle of coal that is put into the coal-sheds, or whatever method is employed to put the coal on the engines.

"The mere posting of a bulletin to adopt this method will not have the desired effect, but you must show the men how the work is done; then he can understand and follow your example."

Much interest was manifested in this question, and Mr. Raidy received a vote of thanks for his address.

The regular monthly meeting of the Car Foremen and Car Inspectors' Association was held March 15, at which only one-half of the lines were represented.

The following matters were discussed:

Responsibility for damages to cars occurring after being placed on private tracks. It was decided that the M. C. B. rules made provision for this and the question was considered closed.

Attention was also called to Rule 6, in Section 4, with view of ascertaining if all the members put the same construction on this rule. It was the understanding of those present that when damage was caused to a car by rough or unfair usage while on a private siding, same should be paid for by the company doing the damage.

The members present were very much pleased with the change made in the rooms for holding the Association meetings, and are under obligations to Mr. Zion for the improvement.

J. W. RILEY,

President.

G. B. STAATS,

Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, April 19, 1899.**

Meeting called to order at 2:45 p. m., by President Quinn.

The following lines were represented:

C. C. C. & St. L. Ry.....	MR. WM. QUINN.
“	MR. M. RICKERT.
“	MR. J. C. NELSON.
“	MR. M. D. SCHAFF.
T. & O. C. Ry.....	MR. H. C. FERRIS.
C. A. & C. Ry.....	MR. J. J. HENRY.
“	MR. F. H. ALFRED.
H. V. Ry.....	MR. R. S. QUIGLEY.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

On motion of Mr. Ferris, seconded by Mr. Henry, Secretary was instructed to notify the Joint Car Inspection Association that the Columbus Division was in favor of submitting to the M. C. B. Association the recommendations of the St. Louis Joint

Car Inspection Association regarding high and low drawbars, which were embodied in the minutes of the February meeting.

Votes received on the adoption of rules governing charges on passenger equipment, submitted by President Besler, printed on page 3 of the January proceedings, stood seven in favor, two against and four conditional.

Mr. Henry: As final action was not to be taken on this matter until joint action on the part of all Divisions was secured, and all amendments were to be referred to the President, I move that the Secretary notify the President of the Central Association of the action taken by this Division.

Seconded by Mr. Nelson. Carried.

Reading of Correspondence.

Minutes of meetings of the Columbus Association of Car Foremen and Yardmasters' Association were read and approved.

Cincinnati, Ohio, April 3, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: See copy of letter submitted to you from J. R. Cavanagh, dated March 27, relative to uniform rules governing the payment of transfers, etc. I am requested to submit the following in place of said letter:

"Is it feasible and desirable to have uniform practice in the matter of transfer at junction points, as to who shall stand the cost thereof?"

Under the present method there is no uniformity, and in many cases results in loss of business to the natural routes, or to roads that business is consigned to on account of rules at that point requiring the delivering line to transfer at their expense.

(Signed) O. G. FETTER,
Secretary.

Cincinnati, Ohio, April 3, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: Please see copy of letter submitted to all Divisions from J. R. Cavanagh, dated March 25, relative to uniformity on the part of all lines in loading cars, etc. I am requested to submit the following in place of said letter:

"Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity? Would it not be to the interests of all concerned to accept the American Railway Association rules for all lines, and permit 10 percent to be loaded?" (Signed) O. G. FETTER,
Secretary.

Mr. Ferris: I move that the communications be included in the minutes and made subjects for discussion at next meeting.

Seconded by Mr. Rickert. Carried.

Cincinnati, Ohio, March 29, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association, held at my office March 28, 1899, it was decided to hold the next Annual Meeting of the Central Association of Railroad Officers at St. Louis, Mo., June 20 and 21, 1899.

(Signed) O. G. FETTER,
Secretary.

Cincinnati, Ohio, March 29, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at my office March 28, 1899, I was requested to advise all Divisions, requesting that at their April meeting a member be selected to prepare and present at the Annual Meeting a paper on any subject he may desire, said paper to be in the hands of the Secre-

tary not later than May 20, 1899, in order that same may be printed and distributed, so that all members may come prepared to discuss what is presented. Please present the matter at the next meeting of your Division.

(Signed) O. G. FETTER,
Secretary.

Cincinnati, Ohio, March 31, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: See my circular letter of March 29, relative to preparing papers to be presented at the Annual Meeting. Same reads as follows: "to select a member to prepare and present at the Annual Meeting a paper on any subject he may desire."

Same should read: "to select a member to prepare and present at the Annual Meeting a paper, the subject to be selected by the Division."

Kindly make the correction and oblige,

(Signed) O. G. FETTER,
Secretary.

Mr. Ferris: I move that the Secretary request Mr. Connor to prepare the paper, and select his own subject.

Seconded by Mr. Henry. Carried.

Beardstown, Illinois, March 30, 1899.

Mr. J. D. Berry,

Supt. Columbus Car Service Ass'n,
Columbus, Ohio.

Dear Sir: At a recent meeting of the Executive Committee of the Central Association of Railroad Officers the question of organizing a car service department, to be combined in our monthly proceedings and made a prominent feature of our publication, was discussed.

Briefly, at the present time car service managers are expected to run their bureaus and conduct a satisfactory car serv-

ice department, and are given but very little, if any, assistance by the operating officers, who should stand firmly with them, giving them the necessary assistance and moral influence which they should receive. It is proposed that each car service manager should furnish his monthly reports, to be incorporated in the proceedings, whereby one Division may be able to see what some other Division is accomplishing and the results of the manager's work, and perhaps gain from such report some information applicable to their own needs or conditions.

In order to get this matter properly under way, we wish to first secure from each car service manager a copy of all of his March reports which he publishes and gives to his Division. Will you therefore please arrange to send me a copy of all of such reports, when the matter will be taken up further and we will determine to carry out this proposition? Please advise me how early in April may I expect your report.

(Signed) W. G. BESLER,
President.

It was the sense of the meeting that the request be declined, as the Association had always declined to have these reports published, and did not care to have them go to the public.

The Cleveland, Canton & Southern Railroad.

(J. W. Wardwell, Receiver.)

Cleveland, Ohio, March 29, 1899.

Mr. J. D. Berry,
Supt. Columbus Car Service Ass'n,
Columbus, Ohio.

Dear Sir: As our road ends at Coshocton and is not liable to again be operated into Zanesville, we shall not be in position to do any further business with your Association. Hence, after March 31st inst., we shall be obliged to decline further payments of dues. Personally the writer appreciates the uniform courtesy extended by you in conducting the business that has come up between our respective offices. It appears that when

the Coshocton & Southern branch opens for business again it is likely to be in a different interest.

(Signed) J. W. WARDWELL,
Receiver.

Secretary: I replied that we were very sorry to lose him, but as his line did not run into our territory, we could not very well expect to retain him.

Columbus Division's proportion of the expenses of the Central Association, amounting to \$17.06, was ordered paid on motion of Mr. Ferris, seconded by Mr. Rickert.

On motion, duly seconded, meeting adjourned at 3:45 p. m —

WM. QUINN,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, April 15, 1899.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: No meeting in April owing to lack of quorum.

Yours truly,
WM. GROGAN.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, April 11, 1899.

Meeting convened at 10:00 a. m. President Nichols in the ~~chair~~
chair.

PRESENT:

Roads.

Representatives.

P. & P. U.	F. L. TOMPKINS.....	Gen'l Supt.
C. P. & St. L.....	C. MILLIARD	Superintendent.
L. E. & W.....	H. A. BOOMER.....	Superintendent.
P. D. & E.	R. B. STARBUCK.....	Gen. Supt.
C. B. & Q.	W. B. THROOP.....	Superintendent.
Vandalia Line.	B. McKEEN.....	Superintendent.
“	F. L. CAMPBELL.....	Trainmaster.
C. R. I. & P.....	C. L. NICHOLS.....	Superintendent.
“	J. G. SICKLES.....	Trainmaster.
Blg Four	*J. W. RILEY.....	Superintendent.

* Represented by F. L. Tompkins.

VISITOR: C. L. Short, Trainmaster A. T. & S. F.

Chairman: Unless there is objection, the minutes of the March meeting will stand approved as printed. The first matter on the call is report from Mr. Armstrong on "Franked envelopes furnished by the P. O. Department."

Secretary: Mr. Armstrong spoke to me about the matter and stated that the probabilities were the P. O. Department could not be prevailed upon to change their present rulings in that regard.

Mr. Starbuck: I received a letter from Mr. Armstrong practically to that effect.

Chairman: The next is report of letter ballot on whether receiving or delivering road shall bear the expense of transfer.

The vote was then canvassed; four roads being in favor, five against and one not voting, the Chair declaring the motion lost.

Mr. Throop: So far as we are concerned, I will vote the other way on a uniform practice. As it is now, we transfer both ways. If the rest of the members will bring in a new rule the other way I will vote for it, but it should be decided one way or the other.

Chairman: The next is report of letter ballot on proposition not to permit agents to allow cars to be loaded in excess of their marked capacity when destination is beyond their own line.

The vote on this question was likewise canvassed and the following change made in the proposition by the mover.

Mr. Throop: I should like to have the Secretary make a correction so as to change the wording on page 236 of the March proceedings to read "Cars loaded beyond 10 percent in excess of their marked capacity." As the motion was voted upon, it does not give a correct understanding.

Mr. Starbuck: We permit all cars to be loaded 10 percent in excess of their marked capacity where the capacity is less than 40,000 pounds, but over 40,000 pounds we allow but 4,000 pounds excess.

Mr. Throop: I am simply asking that the members adopt the American Association rules, nothing else. If we are going to instruct our agents to load up to the 10 percent limit, that

will nullify the action of the American Association. It seems to me only reasonable that we should go on record as simply complying with the general rule. It is reasonable, practicable and easy to comprehend. There are no exceptions of cars of this capacity or that capacity, but all are on an equality at a uniform 10 percent excess. Our orders are to refuse to receive cars loaded in excess of 10 percent limit, but we are not arbitrary in regard to the matter and can't afford to be.

Chairman: There are many cases where shippers endeavor to load up to the 10 percent limit and get, say, 67,000 pounds into a 60,000 capacity car. Under those circumstances you would not refuse to accept?

Mr. Throop: That is the point I am after, and that is not to instruct agents to load up to the 10 percent. Let us have "capacity" mean what it says. You stated, Mr. Chairman, at the last meeting that the B. C. R. & N. were very careless in regard to this matter. Now, they belong to the American Association, and I believe you will find them ready to fall into line.

Secretary: I have some communications from the Central Association on this matter, originating with Mr. J. R. Cavanagh. (Read same.)

Chairman: As I understand it, Mr. Throop, you are in line with these communications?

Mr. Throop: I don't care what you tell your agents, just so long as they don't load beyond the 10 percent excess.

Chairman: A day or two after we had the discussion last month I delivered a car of machinery to the 3 I's at Seneca, routed east via the Nickel Plate, and the car was a few hundred pounds beyond 10 percent limit. Mr. Raff did not want to accept unless I would guarantee the transfer charges in case the Nickel Plate insisted on transfer. I took the matter up with the shippers and they agreed to pay in case the car did not go through. I heard nothing further about it, and suppose the car must have gone through all right. Another case was a car of cement for the C. P. & St. L., which broke down, and had only 700 pounds beyond the 10 percent excess in it.

Mr. Throop: 700 pounds don't cut any figure. That is carrying the matter to extremes. We never refuse a car with that slight excess.

Mr. Starbuck: If a car is excessively overloaded we transfer it and charge the shipper \$2.00 for the transfer and a switching charge in addition. My object is to make the case as objectionable and as obnoxious as possible to the shipper, so that he will stop such overloading. They sometimes kick and rear and tear around, but I tell them the shipment is held subject to their order and will not be moved until transferred. Of course, this is only in case they are considerably overloaded, say 2,000 or 3,000 pounds.

Mr. McKeen: I should like to suggest that the road demanding transfer pay the cost of such transfer. This would cover the case, and would facilitate the movement of freight, except when the car was in bad order.

Secretary: Mr. Armstrong thinks bad order cars would be governed by M. C. B. Rules, and that these need not be affected by this question.

Mr. Throop: I don't think bad order cars cut any figure in this question.

Chairman: No, I don't think so.

Mr. Boomer: I believe Mr. Bickell voted in the affirmative on this question, although the other way would be better for the Peoria Division of the L. E. & W.

Chairman: It is a question that all roads should decide. We do, on my division of the Rock Island, different ways at different points. Here at Peoria the delivering road pays the transfer.

Mr. Tompkins: We transfer for the tenant lines at so much per 100 pounds.

Mr. McKeen: If the tenant lines switched a car to a connection and same was refused, and then they wanted you to transfer there would be an additional switching charge in addition to the 20 cents a ton, would there not?

Mr. Tompkins: No, sir, a car that is switched to the house for transfer has no charge against it except the transfer charge.

Mr. Starbuck: The total expense, then, would be 20 cents per ton?

Mr. Tompkins: Yes, sir, just 20 cents per ton.

Mr. Throop: Mr. McKeen has prepared a substitute for my motion, and I move that this matter go over until the next meeting and that Mr. McKeen's substitute motion be submitted to letter ballot.

Resolved, "That in the transfer of carload freight at Peoria (except cars refused account M. C. B. Rules and cars over-loaded) that the road demanding the transfer be required to bear all the expense connected with same."

Seconded by Mr. Throop and carried.

Chairman: The next question is assignment of writer and topic for the paper to be presented at the coming Annual Meeting at St. Louis.

Mr. Tompkins: About a year ago now, I did not have much to say except to vote in the negative upon a certain resolution, but it was the unanimous opinion, I believe, that I might have something to say at this time. I therefore move you that Mr. Throop be requested to prepare a paper for this Annual Meeting, and that he select his own subject.

Mr. McKeen: I second the motion.

Mr. Throop: I am extremely busy at this time of the year and am going to be for some time. It seems to me it would be better to let some of our literary members prepare this paper.

Chairman: You have heard the motion. It is carried.

Mr. Throop: What subject do you want me to write upon? I might write a paper on some subject that would not suit you at all.

(Various subjects were here suggested.)

Mr. Throop: A paper to be most interesting should be based upon practical experience. Such a paper is of much greater interest than one dealing with subjects in the abstract.

The subject for Mr. Throop's paper was finally by consent agreed upon as "Discipline."

Secretary: I have the following communication from the Peoria Local Freight Agents' Association:

Peoria, April 10, 1899.

Mr. Ashley J. Elliott,

Secretary Superintendents' Association.

Dear Sir: I have been instructed by this Association to address you relative to an annual terminal inspection, similar to the one given May 10, 1898, by this Association.

There was much good accomplished at the time, shippers and receivers of freight being brought into direct contact with the conditions as they actually exist.

The Association by an unanimous vote passed the following resolution:

The Chair announced that it is time for the Association to take up the details of the annual terminal inspection. He recommended a more elaborate programme, and outlined the work to be done. Moved: That the Secretary be and is hereby instructed to communicate with the Superintendents' Association relative to the terminal inspection, and to ask for an appropriation of not to exceed \$25 from each road to defray necessary expense. Motion prevailed.

It was the sense of the meeting that the Superintendents' Association, as on the previous inspection, name the date.

Yours respectfully,

(Signed) G. F. MOORE,
Secretary.

Secretary: I also have the following from Mr. Armstrong:

Peoria, Illinois, April 10, 1899.

A. J. Elliott, Esq.,

Sec'y Central Association R. R. Officers,
Peoria.

Dear Sir: I attach hereto copy of proceedings of the Peoria

Local Agents' Association. I notice they have a resolution in it in regard to the annual terminal inspection and propose to ask each road for an appropriation of \$25 to pay the expenses.

If this comes up in the Association meeting tomorrow, at which I can not be present as I have to be in Chicago, I do not think the inspection would be of any value to us and am not in favor of recommendation for appropriation of \$25.

Yours truly,

(Signed) E. N. ARMSTRONG,
Gen'l Supt.

Mr. Throop: If the local agents are of the opinion that such a trip as this would be beneficial to the Peoria interests, I do not believe we should object. I suggest that the Secretary ask them to appoint a Committee and arrive at the actual cost, and have them state what they want.

The Secretary then stated the desire of the local agents, and that they did know what they wanted, and had arranged the Committees, etc.

Mr. Starbuck: I move that we appropriate one hundred dollars toward the expense of this terminal excursion. We give our agents very little outing, they have no chances to get out very often, and think we should give them some consideration. They will appreciate it, I am sure.

Mr. Milliard: I second Mr. Starbuck's motion. Motion prevailed.

Adjourned at 11:50 a. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, April 14, 1899.

Meeting called to order at 11:15 a. m., with President
Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. .MR. W. G. BAYLEYSupt.
C. & A. R. R.Not represented.
C. B. & Q. R. R. . . .MR. W. G. BESLER. . . .Supt.
“ . . .MR. J. A. CARNEY. . . .M. M.
“ . . .MR. W. S. GLOVER. . . .Chief Disp.
“ . . .MR. G. L. VAN DORIN. . .For. M. D.
B. & O. S-W. Ry. . . .MR. I. L. BURLINGAME. .Train Master.
Ill. Central R.R. . . .Not represented.
L. & N. R. R.Not represented.
L. E. & St. L. Ry. . . .Not represented.
Mo. Pac. Ry.Not represented.
M. K. & T. Ry. . . .MR. E. M. COLLINS. . . .Supt. Car Ser.
M. & O. R. R.MR. H. W. CLARKE. . . .Supt.
St. L. C. & St. P., and
C. P. & St. L. R. R. MR. C. MILLARD.Supt.
St. L. K. C. & C. Ry . .Not represented.
St. L. K. & N-W. R. R. MR. H. MILLERAsst. Supt.
“MR. A. T. PERKINS. . . .Supt. Term.

St. L. P. & N. Ry....Not represented.
 St. L. Transfer Co....MR. A. DEFIGUERADO....Asst. Mgr.
 St. L. & S. F. Ry....MR. J. H. MACE.....Supt. Term.
 Term. R. R. Ass'n....MR. E. DUNLOP.....Supt.
 T. St. L. & K. C. Ry...Not represented.
 T. H. & I. R. R.Not represented.
 Wabash R. R.MR. W. A. GARRETT....Supt.
 "MR. A. ROBERTSON....Train Master.
 "MR. J. A. HEETHER....Train Master.
 "MR. J. A. SWIGART...Train Master.
 "MR. H. W. BALLOU....Train Master.
 "MR. P. G. LEONARD....Rd.F.of Eng.
 Wiggins Ferry Co. ...MR. J. J. BAULCH.....Gen. Frt. Agt.
 National Stock Yards .MR. W. G. BESLER.

VISITOR: Mr. W. M. Prall, Manager Central Car Service Association.

President Perkins: The minutes of the previous meeting have been sent out to all members. If there are no objections to any part they will stand approved as printed.

Under the head of unfinished business we have the two reports of Committees 'on Car Service at East St. Louis and Committee on Charges for use of Passenger Equipment Loaned. The Committee on Car Service at East St. Louis has submitted a written report which I will ask the Secretary to read as the Chairman is not present.

Secretary reads:

St. Louis, April 10, 1899.

Mr. F. E. Anderson,
 Secy. C. A. of R. R. O.,
 City.

Dear Sir: Referring to my letter of the 5th, in which I advise that the Committee on Car Service would have something to report at the next meeting on Friday, will say that after conference with the other member of the Committee, Mr. Cha

B. Adams, we have decided to take the matter up and see if we could now get all of the lines to subscribe to car service. We will therefore not be ready to make a report at the next meeting, but hope to have something favorable to report in the near future.

Yours truly, C. F. PARKER.

President: The report is somewhat encouraging, and I think the Committee feels that it has some chance of reaching an agreement right away, and it will be allowed further time as is usual.

The Chairman of the other Committee is not here, and I would like to ask if any other member of the Committee has anything to offer.

Mr. Mace: Mr. Davidson asked me to say that because of his absence from the city and inability to attend the meeting, that the Committee having this matter in hand be granted further time in which to make a report.

President: Is there any objection to granting further time; if not, it is so granted.

The Secretary will read such correspondence as he has.

Cincinnati, O., April 3, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: Please see copy of letter submitted to all Divisions from J. R. Cavanagh, dated March 25, relative to uniformity on the part of all lines in loading cars, etc. I am requested to submit the following in place of said letter:

"Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity? Would it not be to the interests of all concerned to accept the American Railway Association Rules for all lines and permit 10 percent to be loaded?"

Yours truly,

O. G. FETTER,
Secretary.

Secretary: The letter of March 25 referred to, calls attention to contrary practices in effect on certain roads and suggesting uniformity. I have another letter from Secretary Fetter and addressed to all Division Secretaries, reading as follows:

At a meeting of the Executive Committee of the Central Association of Railroad Officers, held at my office March 28, 1899, I was requested to advise all Divisions, requesting that at their April meeting a member be selected to prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, said paper to be in the hands of the Secretary not later than May 20, 1899, in order that the same may be printed and distributed, so that all members may come prepared to discuss what is presented.

Please present the matter at the next meeting of your Division.

Secretary: I also have the following from Secretary Fetter:

See copy of letter submitted to you from J. R. Cavanagh, dated March 27, relative to uniform rules governing the payment of transfers, etc. I am requested to submit the following in place of said letter:

"Is it not feasible and desirable to have uniform practice in the matter of transfer at junction points as to who shall stand the cost thereof?"

Under the present method there is no uniformity, and in many cases results in loss of business to the natural routes, to roads that business is consigned to on account of rules at the point requiring the delivering line to transfer at their expense.

Secretary: Another letter from Secretary Fetter reads:

At a meeting of the Executive Committee of the Central Association, held at my office March 28, 1899, it was decided to hold the next Annual Meeting of the Central Association Railroad Officers at St. Louis, Mo., June 20 and 21, 1899.

Secretary: I have also the following:

New York, April 6, 1899.

Mr. F. E. Anderson,

Secy. Central Ass'n of R. R. O.

Dear Sir: Your letter of October 19 was duly laid before the Committee on Car Service at its recent meeting, the first that has been held since it came to hand.

I was requested to inform you that the Committee on Car Service having reported on the per diem plan to the Association, the subject is out of its hands and in the hands of the Association.

Yours truly,

W. F. ALLEN,
Secretary.

President: We have no new Committees out this month, and the first subject that comes up under the head of new business is the suggestion sent in by Mr. Cavanagh for proposed uniformity in rules for loading cars to above marked capacity. There seems to be a tendency on the part of most roads to fall in line with the American Railway Association Rules, and I do not know whether this Association can do much with this question or not.

Mr. Collins: If there are any roads represented here that are not conforming to the rules of the A. R. A. as to handling cars loaded 10 percent above capacity, think we should try to convince them that they ought to fall into line.

President: Is there any member present that has not adopted such practices?

Mr. Besler: I believe that Mr. Cavanagh has found for his subject a condition brought out by the Peoria Division. It was found at that point that a number of lines who have adopted the rule would, in the case of a car loaded a few hundred pounds over stenciled capacity, accept and run it. I see one member said if car was overloaded as much as 100 pounds he would reject it. That brings out the point Mr. Cavanagh wishes to cover. Take the case of a car with 400 pounds overweight for a competitive point. It is offered to one line and they refuse

to accept it. The car is then offered to the other road and is accepted. It would not be a safe plan to reject a car because it was 100 pounds above limit, for the reason that a conductor or brakeman walking over the car would add that much or more weight to it. There should be taken into account also variation of scales, etc. I do not know just what Mr. Cavanagh is driving at in the motion he makes, but it seems to me that we can only say for this Association that the practice of its members is in accordance with the American Railway Rules, which is 10 percent above marked capacity.

Mr. Collins: Our custom is to recognize the 10 percent rule. If lading happens to run, say 200 pounds over that, we would not object, but if it exceeds that we would transfer. We make every possible effort to keep within the 10 percent limit. We are now having some trouble which I imagine is in line with Mr. Cavanagh's complaint. A certain oil company built their tanks originally for the handling of petroleum oil, and made the car capacity in weight and the tank capacity in gallons accordingly; they now use the tanks for movement of cottonseed oil, which is a much heavier oil, and if tanks are loaded to their gallon capacity the axles are overloaded. We have endeavored to limit the loading of the cars, as provided by the M. C. B. Rules, and the result is we are in hot water with the oil company because they say our competitors permit them to load the cars to the gallon capacity, regardless of the axle capacity.

President: I think the case brought up by Mr. Collins is a fair example of the only kind of case we are likely to have in St. Louis. The receiving road transfers the cars, and practically every road at St. Louis receives cars and does its own transferring when requested to do so. Possibly at other points a different method may be in force.

Mr. Collins: Possibly the matter could be better disposed of after taking care of the question as to which line will hereafter do the transferring.

President: The two subjects are presumably to be taken up together.

Mr. Besler: I will offer as a resolution that it is the sense of this meeting that the practice of the members of this Division is in conformity with the American Railway Association Rule of 10 percent, and that we shall endeavor to, as far as possible, comply with that rule and to have our shippers and shipments conform thereto.

Mr. Collins: Seconded.

Carried.

The other half remains to be disposed of. The proposition is as follows:

"Is it not feasible and desirable to have uniform practice in the matter of transfer at junction points as to who shall stand the cost thereof?"

The practice at St. Louis is uniform, but it may not be elsewhere.

Mr. Besler: This brings us back to the other question. It is the freight and not the car that we are tendering, and if the line which receives the shipment wishes to send forward a car so tendered all right; if they see fit to transfer, they must stand the cost.

President: If there are no objections our Secretary will write to the Secretary of the Central Association of Railroad Officers, stating the present practice of the St. Louis lines and that no change seems desirable.

The next matter we have up is the question of selection of paper to be read at the next Annual Meeting. The Annual Meeting occurs in June this year, and it is important that arrangements should be made for a paper from this Division at this meeting, so that whoever has it can be getting ready. If no one has any suggestions to make, I would say that we had asked Mr. Glover to read a paper on the subject of "Organizing and Maintaining a Railroad Telegraph Department" at a meeting of this Division, and I understand that Mr. Glover is well along with it. This would be on a subject of general interest, a little different from any paper we have had, and I should think would be desirable to ask him to read that paper at the

Annual Meeting. This is simply as a suggestion, however, and the matter is for the Division to vote on.

Mr. Besler: There are in the Association a great many officers who have risen from the ranks of telegraph operators and dispatchers. There are quite a number of superintendents who are ex-train dispatchers, and it seems to me a paper on the subject proposed would be of considerable interest and would bring out some good discussion.

I therefore move that Mr. Glover be designated as the person to prepare and read the paper for this Division before the Annual Meeting, the subject being the one you announced.

Mr. Bayley: Seconded.

President: It is moved and seconded that Mr. Glover be asked to read a paper on the subject, "Organization and Maintenance of a Railroad Telegraph Department," to represent this Division at the Annual Meeting of the Association.

Carried.

President: There was some correspondence handed the Secretary in regard to matter of charging for gas delivered in sleepers. This question has been up several times between various roads in St. Louis, and there doesn't seem to be uniform opinion as to what should be done. Mr. Carney handed me some papers showing one or two cases of the kind referred to. I should like Mr. Carney to explain the situation to the Association.

Mr. Carney: During the past winter we have had our Pullman cars taken away and used to fill other lines, and when we have received cars from other roads they have asked for a card for the amount of gas it contained, and we have issued it. We have been unable to find out whether we are to issue cards for gas received from other lines, or whether the line delivering the cars to us pays for the gas. It is possible that under present practices the question equalizes itself; I think, according to the expense we have had, that we are a little short of gas. I brought this matter up for my own personal information to learn what is the general practice. I think each road should

issue a card for the amount of gas received in the car from the other road.

Mr. Garrett: Is it not the practice for the delivering road to put the car in proper shape for use; to supply the car with coal, oil, etc., turn it over in first-class condition? If so, why should there be any difference, so far as gas is concerned? In olden times they furnished candles—put the car in shape for the line to use. If the receiving line was not satisfied with the quality of coal or with the cleaning of the car, they could go over it again. I notice mention is made to some terminal rule; I would like to ask what it refers to.

Mr. Dunlop: Our rule as to providing supplies is that the delivering line will furnish supplies, and it is our understanding that they are to furnish sufficient quantity of gas to carry it over next line.

Mr. Besler: Suppose the delivering line brings in the car D. H.; have had no use for gas; why should they stand the expense?

Mr. Garrett: If you bring car in D. H. you should have received it fully supplied. I don't think many of us have given this matter the attention it deserves, but I do believe the delivering line should turn the car over to its connection properly charged with gas and fully supplied.

(Secretary here read a letter recently received by Terminal Association from Manager of Pintsch Gas Co., taking up a complaint of the local gas company with reference to this matter. The fact was brought out that the prevailing custom at St. Louis required that the delivering road is to provide the gas necessary. This the gas company claims to be contrary to practices elsewhere, and in consequence a hardship is worked. They cite a case of the Big Four receiving a sleeping car at Cleveland, being required to gas the car at that point, as is customary, and on delivering the car to another road at St. Louis, must also gas it, hence they gas at both ends of the line. The matter was discussed in all its phases by the members, cases being cited of sleeping cars handled the past season with soldiers from one

line to another, receiving line compelled to supply gas, etc., contrary to custom; another case was presented of cars coming and going to shop; cars handled D. H. over a line which had not used them, and in transit leakage of gas resulted, etc.)

Mr. Collins: According to that letter, the custom at St. Louis is out of line with the balance of the country. We certainly can change the rule at St. Louis easier than all the others can change. If the present practice at other points is a good thing for them, it is not likely to be a bad one for us. If we find the general custom as stated—that is, that the receiving roads pay for the gas—I would say fall in line with the other points. I think we should look into the matter further, however, before making any change.

Mr. Clarke: There is no uniformity as now. I move that a Committee be appointed to look into the matter and report at the next meeting.

Mr. Dunlop: Seconded.

Carried.

Committee: J. A. Carney, Chairman, E. M. Collins, E. Dunlop, W. A. Garrett, H. W. Clarke.

This Committee larger than usual to include all interests.

The matter of Annual Meeting to be held at St. Louis, June 20, 21, next, and necessary arrangements to be made for the proper care and entertainment of the members and their families, was brought up and President authorized by motion to appoint such Committees as was concluded necessary.

Mr. Burlingame, of the B. & O. S-W., brought up the question of holding cars loaded with lead and spelter, with a view of getting an expression from the members present as to the general practice, and after discussion it was concluded that car service was the only remedy, and if other lines in East St. Louis adopt same, as is now under way, the matter would regulate itself.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., April 12, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. C. W. KOUNS.....	Supt. Car Ser.
C. & A. R. R.....	MR. M. SHEEHAN.....	Trainmaster.
C. R. I. & P. Ry.....	MR. W. H. STILLWELL.....	As. Gen. Supt.
"	.....MR. C. L. NICHOLS.....	Supt.
"	.....MR. W. J. LAWRENCE.....	Supt.
"	.....MR. T. B. COOK.....	Asst. Supt.
H. & St. J. R. R.....	MR. E. G. FISH.....	Asst. Supt.
K. C. F. S. & M. R. R.....	MR. H. S. MITCHELL.....	Supt.
"	" ..MR. W. H. CHURCHILL.....	Ass't T. M.
"	" ..MR. E. F. EDGECOMB.....	Agent.
"	" ..MR. F. A. McARTHUR.....	Air Brake In.
C. M. & St. P. Ry.....	(Not represented.)	
M. K. & T. Ry.....	MR. D. ALLEN.....	Agent.
"	.....MR. C. F. SCHRAAG.....	Trav. Eng.
C. G. W. Ry.....	(Not represented.)	
St. L. & S. F. R. R.	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....	Asst. Supt.

Mo. Pac. Ry.....MR. J. R. WENTWORTH.Supt. Car Ser.
".....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. R. R.....MR. A. T. PALMER.....Ass't Supt.
Wabash R. R.....MR. JAS. LAUGHLIN.....Trainmaster.
".....MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....MR. C. N. ATKINSON....Car Ser. Agt.
K. C. Belt Rv.....(Not represented.)
K. C. Sub. Belt R. R...MR. W. S. CARSON.....Trainmaster.
Union Depot Co.....(Not represented.)

VISITOR: Mr. A. P. Hall, Superintendent St. Joseph Terminal R. R.

President: If there are no objections, the minutes of the last meeting, as printed in the proceedings, will stand approved.

Unfinished Business.

President: Several months ago Mr. Atkinson, Car Service Superintendent of the K. C. P. & G., brought up the question of transferring lumber at Kansas City, and on account of his being absent for two or three meetings the matter was laid over until he could be here. He is with us today, and as he has no doubt read in the proceedings what has been done with the question at previous meetings, would like to know what further he has to offer on the subject.

Mr. Atkinson: I don't know that I have anything to offer on the subject further than what I said at the meeting when I brought the matter up. As I said before, it is not a question of transferring all cars of lumber, but of transferring such cars as are loaded with rough lumber, or lumber dressed on one side, on which the rates are identical; but advantage is taken of the rule prohibiting the transferring of lumber, and as a consequence all the lumber that comes into Kansas City has to go through, with the exception of lumber going to the Chicago & Alton.

They transfer a great deal of lumber going to them, but outside of that one road, they all refuse to transfer.

It works considerable of a hardship on our road from the fact that, as I stated before, about thirty-three and a third per cent of our business coming here for connecting lines is lumber, and with a limited equipment it is almost impossible for us to get cars together to handle the business.

We believe that if rough lumber was transferred here that it would assist us, and we feel that we are justified in asking the Association, not to abrogate the rule, but to change it in such a way as will admit of the transfer of all lumber other than that which would be damaged by the weather or in handling.

President: What is your pleasure with reference to this matter, gentlemen? At one of the previous meetings Mr. Starr, of the Santa Fe, made the objection that his line could not afford to transfer cars that contained any dressed lumber, on account of the liability of damage to it, and was unfavorable to any modification of the present rule. Mr. Kouns, have you anything to say on the subject?

Mr. Kouns: I believe I have nothing to offer. I don't know what has been done in this matter heretofore, what Mr. Starr has said on the subject, or what his instructions may have been, and while I have my own opinions about it, I don't care to express them at this time.

Mr. Stillwell: My recollection is that about a year ago we had a very large claim by reason of damage to dressed lumber in transferring, and it strikes me now that it was billed specially noted not to transfer unless the car broke down or something of that kind.

Mr. Atkinson: It may have been siding or moulding, or something of that nature, which would be prohibitory of course.

Mr. Stillwell: Another thing in this connection, cars are often loaded with lumber of different dimensions in a certain order in the car, which they want to unload at destination in the same order, and when it is transferred it mixes it up. There has been a great deal of complaint in regard to that.

President: I might also add that the objection offered heretofore has been that very often in transferring it has occurred, by reason of reversing the lumber, that it was not possible to get all of it into a car of the same capacity.

Is it the desire of the Association that we make any modification of the rule along the line suggested by Mr. Atkinson, or let the K. C. P. & G. labor with those lines that are working a hardship on them?

Mr. Palmer: We are transferring all rough lumber, but we don't transfer anything that will damage in handling. It is quite a hardship to take rough lumber and run the car through, when you have your own cars lying idle.

President: How shall we dispose of the question? This commodity is in our list of nontransferable, and it would be necessary to modify our rules if any exception is to be made. Will someone offer a motion?

Mr. Mitchell: I move that the subject be laid on the table. Seconded by Mr. Palmer and carried.

President: At the last meeting we had some discussion on the tonnage question, and we hoped that Mr. Lawrence would be able to give us some figures today that would be of interest to the Association. He begs that it be deferred until the next meeting.

Reading of Correspondence.

The Secretary read letters from Secretary Fetter, advising that the Executive Committee had decided to hold the next Annual Meeting of the Central Association at St. Louis, June 20 and 21, and requesting that each Division select a member to prepare and present at the Annual Meeting a paper, the subject to be selected by the Division.

President: What shall we do with this communication? We are expected to furnish a paper from this Division to be read at the Annual Meeting in June. It has been customary in past years for each Division to furnish at least one paper, and I should be very sorry indeed to have our Division represented

this year without a paper. We certainly have good talent here. The subject, you will note, is to be chosen by the Division. Who can we have furnish a paper this year? We have just had one from Mr. Lawrence, and we could hardly impose on him any further.

There are certainly many live subjects which might furnish topic for discussion. Mr. Starr is our Vice-President, and I had thought of him as a possible victim for a duty of that kind. I find to my regret that he is not here today, and if the Association is willing to intrust me with the matter, I shall use my best offices to get him to furnish us with a paper. I believe that he would be able to do us credit, and being Vice-President of the Kansas City Division, I think it would be very fitting if he will consent to favor us. I have never approached him on the subject, but expected to spring it on him today.

Mr. Stillwell: I move that it be left to the President to labor with the Vice-President in the matter, and that Mr. Starr be allowed to select his own subject for the paper.

Seconded by Mr. Sheehan and carried.

The Secretary read letter from Mr. J. R. Cavanagh to Mr. W. G. Besler, President of the Central Association, relative to uniform rules governing the payment of transfers.

President: What is your pleasure with regard to this communication? It seems to me that Mr. Cavanagh's position in this matter is correct, that the receiving line is the one that should do the transferring. That is the custom, I believe, with all the lines in the western territory, but the custom in the east being that the delivering line shall do the transferring, it does work a hardship on the intermediate line.

It is desirable that some action be taken on this question today, as I believe it is the intention to bring it up at the Annual Meeting in June.

Mr. Stillwell: I move that it is the opinion of this Division that a uniform practice is desirable, and that it is also the sense of this Division that the receiving line should stand the cost of transfer at junction points.

Seconded by Mr. Mitchell and carried.

The Secretary read letter from Mr. J. R. Cavanagh to Mr. W. G. Besler, President, relative to uniformity in rules governing the maximum loading of cars.

President: Are there any lines in the Kansas City Division which do not work under the American Railway Association Rules in this particular? I will say for the Missouri Pacific that we allow 10 percent above the marked capacity.

Mr. Mitchell: The Memphis does the same.

Mr. Sheehan: And the Alton also.

President: Is it desirable that all lines adopt uniform rules in this regard? It does certainly seem to me that it is desirable, because if we accept 10 percent above the marked capacity and we deliver a car to another line which only accepts four thousand pounds, that line has got to transfer the car, and if it is a sixty thousand capacity car they will have to transfer it into two cars. It certainly places the receiving line at a disadvantage. Very few wrecks occur from overloaded cars in proportion to the great volume of business handled. Lots of forty thousand capacity cars are loaded eighty-five and ninety thousand, so it ought to be a safe proposition to load them 10 percent.

What is the sense of this Association on this point? Is it feasible and is it desirable?

Mr. Mitchell: The American Railway Association have already taken up that point and recommended a uniform rule, but some of the lines have not seen fit to adopt it.

President: I don't suppose that any of the members of this Division would be authorized to change a rule of that kind on their respective lines, so that I do not presume we could do anything more than recommend. Are there any lines represented here today who differ with the rules laid down by the American Railway Association? It seems not; everybody loads up to 10 percent. Then it would be proper for this Division to offer a resolution saying whether it considers it feasible and desirable to adopt uniform rules on the subject. I think all

here appreciate the gravity of the situation and the desirability of uniformity.

Mr. Mitchell: I move that it is the sense of this Division that uniformity in excess limit is desirable, and that it recommends that the Central Association take such action as it properly can to bring about such uniformity.

The motion was seconded by Mr. Laughlin and carried.

Reports of Committees.

President: There is due a report from the Committee, of which Mr. Mitchell is Chairman, on the subject of Rental Charges on Passenger Equipment Loaned. Are you ready to report?

Mr. Mitchell: Since the Committee was appointed we have received the proceedings of the March meetings, and in them have read the communication from the President of the Central Association on the subject, which, we think, changes the purpose for which it was understood the matter was referred to the Divisions, and the Committee can not see that it is worth while to make any recommendation whatever.

There seems to be a disagreement as to the purport of any action on the part of the different Divisions, or even of the Central Association, and it is the sense of the Committee that the Secretary simply communicate to the Secretary of the Central Association the replies that have been received from the various lines, and allow him and the President of the Central Association to make such use of the information they contain as they see fit.

I believe that voices the views of the Committee.

President: You have heard the report, gentlemen. What shall we do with it?

Mr. Stillwell: I move its acceptance and that the Committee be discharged.

Seconded by Mr. Laughlin and carried.

New Business.

President: I presume you have all read the letter of Mr. S. R. Kramer, Superintendent of the L. E. & W. R. R. at Lima, Ohio, on The Organization and the Operation of Terminal and Local Yards. I have read it with some interest, being engaged in terminal work.

Mr. Besler, you will note, suggests that each Division appoint a member or Committee to work up this subject. Shall we appoint a Committee to take some action, or are our terminals being handled so satisfactorily that there is no room for improvement?

Mr. Mitchell: I think we ought to appoint a Committee composed of terminal men to talk the matter over and get up among themselves a paper to be submitted at the next meeting.

Mr. Sheehan: I move that the President appoint a Committee of four to look into this matter and come to the next meeting prepared to discuss it, and that the President be made Chairman of the Committee.

Seconded by Mr. Laughlin and carried.

President: I will appoint Messrs. Sheehan, Laughlin and Churchill.

Discussion.

President: If there is nothing further under the head of New Business, we will proceed to further discussion of the question of handling freight trains partially equipped with air. This matter has been quite thoroughly canvassed at two previous meetings, and it was decided at the last meeting to lay it over for further discussion today.

I have a letter from Mr. C. F. Schraag, Road Foreman of Engines of the M. K. & T., received this morning, which explains itself. (Reads as follows:)

Sedalia, Mo., April 10, 1899.

C. E. Carson,

Supt. Terminals, Kansas City, Mo.

Dear Sir: Attached please find some views on the subject handling freight trains partially equipped with air. I send them to you, as I do not know whether I will be able to be present at the next meeting. If you think they are worth placing before the meeting you can do so. I wrote them because it seems to me that our past discussions have not shown the difficulties met with or how to overcome them. Will attend the meeting if I can.

Yours truly,

(Signed) C. F. SCHRAAG.

As Mr. Schraag is here, I will ask him to read the views he has written.

Mr. Schraag: (Reads as follows:) While discussing the subject of handling freight trains partially or entirely equipped with air we can probably assist those who do the instructing in overcoming the difficulties to be met if we can show them what they are. This will enable them to instruct those who operate the brakes in the proper method of handling them. We will try and enumerate some of those most likely to cause delay and damage.

The first is slack. If freight trains were close-coupled, as passenger trains are, all, or nearly all, of our trouble would disappear, and we would have smooth sailing.

Second.—Leaks in train line.

Third.—Unequal number of cars equipped with airbrakes on different trains, it varying from a few to every car in train.

Fourth.—Unequal distribution of loads and empties in trains.

Fifth.—Ignorance of the proper method of handling airbrakes, and the result of improper handling.

Sixth.—Changes in the method of handling freight trains caused by the use of airbrakes.

While instructions in airbrake instruction cars or rooms are of great benefit, it will not do to stop there, but instructions

must be continued out on the road to see that those given in instruction room are understood and carried out in practice. The instructor should do this by getting thoroughly posted on the subject of airbrakes and familiar with every mile of his territory, so as to be able to handle a train over any part of it, under any condition, in all kinds of weather, even if tail lights can not be seen, while approaching places where it is dangerous to stop on account of liability of rear end colliding with head end, should train be broken in two. He should not only understand how to do this, but also be able to explain it to those he instructs in plain language that is easily understood. He should ride with each engineer; show him how to handle his train over hogbacks, around curves and through sags while using steam; how to keep slack stretched out when going through sags, or stretch it out carefully should any close in; how to approach points from which rear end of train could follow head end to stopping-place if broken off, so that there would be no danger of its doing so. He should show him the risk he runs if he handles train improperly; how to take up the slack of train carefully when holding train down grade or going into stations, and how to keep slack together until stop is made, or bottom of grade reached, by releasing brakes and recharging auxiliaries where grade or curve will keep slack together, and applying them again where slack would run out; show the necessity of allowing plenty of time for the slack to close in after the first reduction of air is made before making a second one, and the bad effect of making too heavy a reduction at first or a number of lighter ones close together.

It may be necessary to send some of them back to the caboose to see practical illustrations of the results of improper handling of airbrakes in that way. Because they do not feel such a severe shock on the engine, some engineers do not readily understand why there should be any more at the other end of the train. One trip to the caboose generally convinces them. Show him how to handle trains with only a few cars equipped with air, as well as those having more or entirely equipped with air; that it

is necessary to be careful in applying brakes when all cars are equipped as when there are only a few, and more dangerous to release when running slow, as the brakes on the head end of train will release and slack run out before those on the rear end can release, making train liable to break in two; also that with full train of air he can not tell which way the slack will run when brakes are applied, this depending on position of loads and empties, as well as the piston travel.

After having instructed them all, the instructor should ride with them frequently to see if they understand their instructions and practice them. This will take time and patience, but it is well worth all the time and trouble it takes.

Trainmen should be instructed how to test brakes properly; how to discover defective triples that may cause rough handling; to see that all leaks are stopped; that piston travel is as near even as possible; to turn up retaining valves when called on to do so by the engineer; to look out for brakes sticking when stops are made; notify the engineer when he handles train roughly, and look for the cause should it be in the brakes. If trainmen will attend to these duties faithfully we think they will be giving their employers better service than they will by setting handbrakes when there are airbrakes enough to hold the train.

And we also think that by using this method and equipping the engine with what we call an independent driving brake valve, which enables the engineer to hold driver brakes when train brakes are released; see that he keeps the brake apparatus on the engine in good working order; that he understands his instructions and carries them out, we will get our trains over the road safer and faster and with less risk to trainmen than by any other method we have heard of.

If to this we can add instructions to trainmen to give "slow" signals in time to enable engineers to take up slack in train before "stop" signal is given when spotting cars at platforms or while switching, there will be little cause for complaints of rough handling of trains. Reports of trains breaking in two

and running together will become rare, and if instructor will use delays and accidents caused by improper handling of air as an object lesson, riding over the ground with each engineer, showing him what caused it and how it could have been avoided, he will soon have them all trying to keep their record clear.

President: We are fortunate in having with us today Mr. C. L. Nichols, Superintendent of the C. R. I. & P. Ry. at Blue Island, Illinois, who has some statistics showing how satisfactory their system of handling freight trains partially equipped with air has been. I presume that Mr. Nichols has been reading the discussion that has been going on in this Division the past two months, so that it is unnecessary for me to state how far the discussion has proceeded. Mr. Nichols, we shall be glad to hear from you.

Mr. Nichols: Mr. President and Gentlemen—Prior to 1896 our rule was practically the same as the M. K. & T. now have in effect. After consulting with the Westinghouse people themselves to see what percent of air should be in use in a train before letting the engineman control the same, and discovering that they considered if a train had one third airbrakes in perfect working order it was sufficient to control the train, we issued an order that whenever one half the train was equipped with airbrakes in working order the engineman should control the movement and be held responsible.

The results were not at all satisfactory. Our trains would break in two and enginemen and trainmen have no knowledge of it. Approaching stops the engineman would control the movement and stop the head end; the trainmen were not setting any brakes, but were living up to our instructions. The result was the detached parts would collide and we would have a wreck. They became so frequent that we finally came to the conclusion that something must be wrong.

I was instructed by our management to take a trip east and interview the officials of a certain road who were laboring with that same question, and to get a profile of their road. I did so.

They were all very enthusiastic over holding trains from the head end. Every man from engineman, travelling engineer, trainmaster, up to superintendent said they had about stopped the habit of cars colliding when train was broken in two, and they very kindly let me have a profile of their road. Knowing some of their conductors, I interviewed them, and I soon discovered that they were not living up to their rules as laid down by that road, but were in reality holding the trains from the rear end. When the train would part the trainmen would discover it and apply the brakes and prevent their colliding.

We do not claim that by the application of our rule we are going to stop trains breaking in two. The causes must be looked into, and having found the cause, remedy it; but we do claim that we have about stopped the damage to our equipment caused by trains parting and running together. Where it used to cost us thousands of dollars it is not costing dollars now.

We have had this rule in effect for two years, and, speaking for the division which I represent, we have had but four cases where we have had any trouble. One of these was due to a misunderstanding on the part of trainmen of the engineman's intentions. This was a train of fifty cars, going into a station down grade. The train had parted about three miles from the station. The engineer had reduced the speed of the head end and the hind brakeman had reduced the speed of the rear end by the application of handbrakes. They drifted along without anyone knowing that the train had parted. There is a water-tank at the station and the trainmen took it for granted that the engine was going to take water and left the brakes set. The engineer discovered that he was stopping before he was ready, and whistled "off brakes," which is in accordance with our rules, giving the hind man time to let the brakes off. The brakes were released and they drifted along, and when the engineer applied his air they got together. In the middle of the train was an empty oil-tank car, and it was broken in two and blocked both main tracks.

Another case was where the train broke in three pieces.

You can't devise any rule that would cover a case of that kind. All you can do is to do the best you can.

The last case we had happened last month. This was a local train, and starting from the junction point they had eighteen cars. At the second station east of there they had two cars to set out. The conductor had instructed the engineman and head brakeman as to what work there was to be done, and about a mile or two from that point he instructed the rear brakeman about the work, and told him to go ahead also. This brakeman started out, and about a half mile from the station he discovered that the train had parted. He began giving break-in-two signals, but for some reason the head brakeman didn't take the signal until the head end had stopped, and then in trying to pass it to the engineman his foot slipped and, instead of giving a break-in-two signal, he gave a back-up signal, and when they came together the engine was in back motion. The result was the breaking up of four or five cars. In that case if the conductor had done as he should he would have taken the rear brakeman's place and set brakes, and while they might have come together the damage would not have been so great.

We simply claim that if our rules are observed, while trains may break in two or even get together, there is not going to be very much damage done, and our claim is borne out by statistics which we keep.

We have recently been hauling eighty-car trains out of Blue Island. It is about a thirty-foot grade out of there for a distance of eight miles. From that point to Joliet is about seventeen miles—ten miles down hill and the balance might be termed hogbacks, up and down. Last Saturday morning we took a train of 71 cars—43 loads and 28 empties, 1,735 tons—and before we tipped down this ten-mile hill I had the brakeman set four brakes on the rear end. There was a link and pin coupling 27 cars from the caboose. I walked over to that to see how the slack was. It was taut, and the train moved down that hill the same as though it was one car. The engineer worked steam a little all the way down, and there wasn't a jar or jerk in the train for that dis-

tance of ten miles. We handle eighty cars on that track and don't have a bit of trouble, because we don't allow the slack to run up, but catch it before the train is on the down grade.

During the month of July, 1898, we handled on the entire system 6,503 freight trains, and had 40 cases of breaks-in-two, but there wasn't a dollar's worth of damage done. The causes of the breaks-in-two were:

Defects in drawbar gear.....	4
Broken pins.....	8
Broken links.....	1
Ordinary pins worked up.....	2
Knuckles opened.....	10
Lockpins worked up.....	8
Knucklepins worked up.....	6
Drawbars pulled out.....	1
Total.....	40

Of these, 33 occurred while train was running between stations; one case in train stopping for station, defective drawbar, 45-car train, drawbar broke on 33d car in train; five cases in starting train, evidently the fault of engineman in starting trains a little hard; one case in switching.

You will notice in these 40 cases 24 were due to defects in vertical plane couplers.

In November, 1898, there were 7,421 trains run on the entire system, with 54 cases of break-in-two, as follows:

Defects in drawbar gear.....	7
Broken pins.....	16
Broken links.....	1
Ordinary pins worked up.....	1
Knuckles opened.....	13
Lockpins worked up.....	9
Knucklepins worked up.....	6
Outsiders pulling pin.....	1
Total.....	54

Of these, 45 occurred while running between stations; two in stopping, one caused by drawbar breaking off on account of pinhole giving out, and one case of a double-header, pin broke behind second engine, 36 cars in train; six cases in trains starting. In this you will note 28 cases out of the 54 were chargeable to veritcal plane couplers—over 50 percent.

During February, 1899, out of a total of 9,596 trains run there were 46 cases of break-in-two, as follows:

Pins breaking	14
Lockpins working up in some cases and breaking in others.....	27
Knuckle breaking.....	1
Drawbars pulling out.....	4
Total.....	46

We found that in the Janney coupler in a great many cases the knuckles opening was caused by the lockpin in the first place being too small and after it wears a little it gets weak. That was remedied by putting in a stronger lockpin, but they still worked up, that being attributable to lateral motion and unequal height of drawbars due to position of loads and empties. In many cases the lockpins would work up far enough to allow the tongue to come out of the catch and open the knuckles. That was called to the attention of the Janney coupler people and they have remedied it by putting a projection on the lower end of the lockpin, so that when it drops into place it can't come up until it is lifted by the handle for that purpose.

We don't for a moment pretend to say that we know it all. It is a matter of indifference to us whether other roads adopt our rules or not. We are simply satisfied with our own results and we are willing to stand on our records. We think that the rule is all right, and until something else can be brought to our notice that will prove better, we are going to stick to it.

While the Illinois Division of the Rock Island is comparatively level, we have other divisions on the system where it is a pretty rocky piece of road to travel for trainmen, and the tests

made were on those divisions where we have the bad track. Our rule is simply the result of practical tests made by our superintendents, for our mechanical department put themselves on record as being flatly opposed to this rule. They were brought around to it after they saw it tried.

President: Mr. Schraag, of the M. K. & T., has already stated the experience of his line in this regard at our previous meetings, and it will not be necessary for him to go over the ground again, but would like to ask him if Mr. Nichols in his remarks has brought out anything new, which should call for further explanation from an M. K. & T. standpoint.

Mr. Schraag: There has been a good deal said about this way of handling trains, both for and against it. We tried ourselves this plan of handling trains from the rear end and we made a complete failure of it. It may be that conditions on the Rock Island, where Mr. Nichols has tried it, are different, and that the plan will work all right there, but I can't understand why it was that they had so much trouble previous to adopting the rules they have now, and I would like to ask Mr. Nichols if he can explain his theory for the amount of trouble they had while engineers were handling the trains from the head end.

Mr. Nichols: It was due principally to two causes. One was the danger of train parting and no one on the train have any knowledge of it. Approaching stopping-places the head end would stop and the two parts come together. No one would know anything about it until after the collision had taken place. The other cause was, we found engineers and trainmen relied altogether too much on the air, brakemen were developing into passengers and flagmen. Now we have brakemen and we are getting better results, and by going on the theory, approaching all stops, that the train may be broken in two, and having brakes set at such times, when the train is broken in two without their knowledge it has prevented their getting together, or if they did get together there was no damage.

Mr. Schraag: I would like to ask further how on stormy

nights it is possible for trainmen to tell, going into a station with a train of 70 or 80 cars, whether the train is broken in two or not?

Mr. Nichols: They can't tell, and that is the strong point in favor of our rule.

Mr. Schraag: Then I would ask this: How are they to know the exact spot the head end will stop, going into a station? The trainmen are holding the train from the rear, the train checks up rather suddenly, they can't see, and they don't know whether the engineer has applied the air or whether they only have part of the train. I believe you said they were allowed to release the brakes?

Mr. Nichols: No, they are not allowed to release the brakes; after the brakes are once set they must either hold on until after the stop is made or the engineer whistles "off brakes."

Mr. Schraag: I believe I was mistaken; it was Mr. Sheehan, of the C. & A., who made the statement here at the last meeting that "the trainmen use their judgment whether to leave their brakes set or release them, but the engineer must not use any judgment about releasing the airbrakes."

Mr. Sheehan: That was a case of a train composed of fifteen air and fifteen nonair cars. The air is set on fifteen and the handbrakes on six or seven cars; the train is bunched up. Now, if it is found that the engineer is going to stop before he reaches the water-tank or stopping-place, the brakeman or conductor has a perfect right to release the handbrakes if he sees fit, but the engineer must not release the air until he whistles "off." That is to keep from breaking in two.

Mr. Nichols: We cover that by requiring the engineer to whistle "off," giving trainmen time to release the brakes, and then release the air.

Mr. Schraag: Well, I will put it this way: A train is going into a station of a dark night with 70 or more cars; the rear brakeman takes out the slack on the rear end; the train slows up; he has the slack stretched out and does not know whether the engineer has applied the air or whether the train is broken

in two and he has only a small part; now the engineer with the head end goes along until he gets near the stopping-place; he can't see from one end to the other, maybe it is on a curve; he applies the air and finds his part slows up; he doesn't dare release the brakes until he gets a signal from the rear end; in the meantime the rear end is drifting along; how are you to prevent them from getting together?

Mr. Nichols: You want to have brakes set so that if they do get together there won't be any trouble. Under your rule, with no handbrakes set at all, they may strike at the rate of twenty or twenty-five miles an hour, and the result is broken up cars. But with the men holding the train down descending grades with handbrakes on the rear, they may not have more than two or three or four set, but still if they break in two it reduces the speed of that part of the train, so that if they collide it won't do much damage. It may break a few drawbars, but there won't be any broken cars, no wreck to pick up. We have had cases identically like that.

Mr. Schraag: On a twenty-five or thirty-foot grade, with the train broken off behind the air, how much would three or four ordinary handbrakes check the speed?

Mr. Nichols: That is according to the speed and kind of cars and what they are loaded with. We don't tell our men they must set so many brakes, we say use judgment and know that enough are set.

In the case I mentioned, a train of 43 loads and 28 empties, going down hill, four brakes on the rear end of that train held the slack out. Our rules insist on the trainmen holding the slack out, and this keeps the two parts from colliding when the train is broken in two.

Mr. Schraag: It has been our experience in trying to hold the slack out by handbrakes that it was just one continual break-in-two after another. The airbrakes would stop the head end quicker than the rear end stopped, and at night, or when the rear end could not be seen, the engineer would not know whether he had only a part of the train or whether the brakes

were holding better than usual, and sometimes he would release the air and do the very thing he was afraid had already occurred—break them in two.

I think very likely Mr. Nichols had the very same trouble we had in the beginning on the M. K. & T. Engineers didn't understand how to handle the air. They had been accustomed to seeing it used on passenger trains, where the slack was all together, close-coupled and every car equipped with air. They had seen them run up to a station and stop right at the platform. If the passengers back in the train felt the jar they didn't know it or didn't care if they did. When freight trains were equipped with air they tried the same methods. The slack would be out of the train, and, instead of applying the air gradually, they would come up to the station at full speed and attempt to make a passenger train stop. Sometimes it would throw pins out and then at the second application they would be just far enough apart to come together and smash up three or four cars. We then told them that they must make lighter applications, and they understood by "light application" just a little bit of a squirt. They didn't take the trouble to watch the gauge, but applied the air lightly, put it back "on lap," waited a second or two and applied again, and in that way fritter away five or six pounds of air, which all went off through the leakage grooves, resulting in damage to the rear of the train by the succession of shocks. We then went to work riding over the road with them. We first found out what it was necessary to do to prevent this damage, and having found that, we showed them how to handle a train through sags, over hogbacks and around curves in such a way that it would not break in two, or if it should happen to break in two, the rear end would not follow the head end to the stopping-place.

After instructing the engineers, our company at last adopted our present rule, and while at first there were quite a number of bad smashups on account of the instructions being misunderstood, or through failure to live up to them, they have been gradually reduced, until now such a thing as a break-in-two-

and-run-together is almost unheard of. Not only that, but trains are handled in such a manner that the breaks-in-two themselves have been reduced to almost nothing, and there are very few now, except on account of defect in drawbar or something of that kind.

Mr. Nichols: When did you begin using air, Mr. Schraag?

Mr. Schraag: In 1891 or '92. We began soon after the road went into the hands of receivers.

Mr. Nichols: I don't know just how long we have been handling air on freight trains, but it must be ten years. I don't think that in our case enginemen not knowing how to handle the air cuts any figure at all. In fact, we rather pride ourselves that we have about the best set of airbrake men in the country.

Mr. Schraag: You speak about handling air such a length of time. We found our oldest men the hardest to teach. They had fallen into the rut of handling it in a certain way, and it was almost impossible to get them out of it. The younger men were easier taught, for they had no set methods. The only way we could teach some of the older ones was to tell them the younger men were doing so much better than they, but that we knew they were capable of doing better work if they tried.

President: We are also fortunate in having with us today Mr. McArthur, Airbrake Inspector of the Memphis Route, and we shall be glad to hear what his observations along this line have been.

Mr. McArthur: About five years ago the question came up with us as to the best means of preventing trains from breaking in two and running together when partially equipped with air. We had no rule to follow in the matter, but among ourselves we organized a plan to prevent it. We didn't have so very much trouble up to 1897. In that year we handled considerably more cars than we did in '95 and '96. In 1897 we had, I think, 539 breaks-in-two on the entire system, which were caused in most cases by broken pins, broken links, defective drawbar rigging and that sort of thing. In 1898 we had 220, and during the first three months of this year we have had 43.

Now we had, up to 1897, about 25 percent of our freight cars equipped with air, and about that percent M. C. B. vertical plane couplers. In 1898 we had about 40 percent couplers and very little more air, and now we have about 50 percent of our cars equipped with couplers and very little more than 25 percent air, but we get enough foreign cars in our trains equipped with airbrakes to run it up to over one third, I should say.

We have adopted the plan of applying handbrakes immediately behind the air, if at all, in the train, and never to apply handbrakes on the rear, except in connection with handbrakes immediately behind the air. The idea of this is to have the brakes all set together, while if brakes are set on the rear end when the engineer releases the airbrakes will release quicker than the brakes on the rear can be released, which generally breaks them in two.

I have instructed our men from time to time for the last five years, and, as you will see from the statement I have made, we don't have near the number of breaks-in-two we used to have. That has been owing partly to instructions, partly to less slack through our having more M. C. B. couplers, and partly to our trainmen, through a better understanding of how to handle handbrakes in connection with airbrakes. Talking about profiles, if the profile of our road doesn't look more like a badly filed saw than anything I know of!

The only time we hear of a train breaking in two is when people in the way car get hurt or scared. Several of our painters, carpenters and other men who have occasion to ride on freight trains tell me that while they used to be afraid to ride on them, they don't mind it at all now. In fact, they rather prefer it.

That is the practice on our road. I have heard more today about the practice of other roads than I ever have before.

President: Your idea is, then, Mr. McArthur, that it is preferable to control trains from the head end and keep the slack bunched up going down grades?

Mr. McArthur: Yes, sir; the old style was to drag them

t. We had considerable trouble with that plan. We used to have a division superintendent who was very much opposed to bunching them.

An independent driver brake is a very good thing, or if the train has air enough to control it well, a retaining valve turned up somewhere along in the air is a good thing. Another good point in favor of having the brakemen understand that they are to apply handbrakes on the head end of the nonair cars is that they more thoroughly patrol the train, and if there is a break-in-two they are more likely to find it out. I think as we progress in this airbrake business and also get more automatic couplers, we will have less occasion to say where the brakemen ought to be out, but it is certain that if they are out on top they will discover breaks-in-two that they would not otherwise.

Mr. Mitchell: That is one of the features we insist on; whether there is any braking to do or not, the brakemen should be out on top approaching crossings and other stops, and when we find violations of this rule we punish them severely.

Mr. Schraag: Mr. Nichols, I believe, has made the remark that they sometimes have trains entirely equipped with air, and will say this, that under our system the engineer is learning how to handle the air when he has only a little, and when he has a train entirely equipped he will know how to handle it. Under any system where he is compelled to depend on the trainmen he is not going to be prepared to handle it himself. Until all cars are equipped with automatic couplers this question of back will still continue to be a factor in airbrake trains, as a great many cars equipped with air have common drawheads. Some engineers, when they are given a train entirely equipped with air, become careless and think because they have all air they can handle it any way. They seem to get the impression that "all air" is a license for carelessness. We instruct them to handle a train fully equipped with air with the same care that they do others, and it is necessary that they should do so.

Mr. Nichols: At the present time we have about 50 percent airbrakes and 97 percent Janney couplers. It is no unusual

thing with us to have freight trains all air, and the remark about enginemen not being educated up doesn't apply to the Rock Island. They are doing it everyday; not once in a while, but frequently, and they handle them just as well all air as part.

Mr. Schraag: The automatic couplers probably explain that.

Mr. Nichols: If you will digest the statistics I gave, you will see that 50 percent of the breaks-in-two were in the vertical plane couplers.

Mr. Stillwell: I don't understand how a train entirely equipped with air can break in two and get together. We have made tests with them, running thirty-five and forty miles an hour, and broke them in two on purpose to see if they would get together, and we couldn't get them together any way we tried.

Mr. Schraag: You take a train all air, composed of loads and empties, the piston travel will not be the same on all the cars. It may vary from four inches up to twelve. The head cars will hold harder than those on the hind end, and if the train breaks in two the engine will naturally pull the head end some distance before it stops, and the brakes on the hind end being set lightly it would be possible for them to run into the head end. We have had that happen with quite serious results.

Mr. Stillwell: We made a test at Goodland one day, and put in the whole afternoon with thirty-five or forty cars gathered up from the yard any way, just so they were all air—loads and empties. We started them out about forty miles an hour to see if we could break in two and run them together, but we couldn't do it. Whenever the hose separated the brakes set. We even gave the engineer a signal to go ahead to separate them, but we couldn't break a drawbar; they would close up all right without accident.

If a train is all air and the most braking power is behind the break-in-two, the rear end will stop; if it is ahead, the head end will stop and the hind end close up without causing damage.

Mr. Schraag: It depends on the position of loads and

empties and the piston travel. That is one of the greatest troubles in handling "all air" trains; the engineer doesn't know which way they will run.

President: You appreciate, gentlemen, that this discussion is going down into history, and that hereafter, when anybody wants information on this subject, it will only be necessary for him to refer to the minutes of this Division for the past three months to get enlightenment on every phase of the question.

It is acknowledged by all that uniformity in every department of railroad work is conducive to good results, and from the fact that our trainmen are going from one road to another, if they were all working under one plan, when an M. K. & T. man goes to the Rock Island he knows how to handle himself and doesn't have to be taught over again.

There seems to be no question but that all of the lines are satisfied with their present methods of handling freight trains partially equipped with air, but if one line has a better method than another, and if it is possible to bring about uniformity, I believe it would be desirable. But from the discussion it does not seem that we are any nearer agreement than we were when we started out on the proposition, and I don't know but what any further discussion of the subject would be fruitless. Before closing, however, would like to give everyone a chance to have his say, for hereafter he will have to hold his peace.

If there is nothing further to offer, a motion to adjourn is in order.

On motion the meeting adjourned. Date of next regular meeting, May 10, 1899.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville
Division, was held at the office of the Secretary, Room 702, The Columbia
Building, Louisville, Ky., Wednesday, April 12, 1899.

Meeting called to order at 10:20 a. m. by the President.

The following roads were represented:

B. & O. S-W. Ry.....	MR. H. C. BARNARD.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.....	MR. M. L. AKERS.
“.....	MR. J. A. COURTWRIGHT
C. I. & L. Ry.....	MR. W. H. NEWMAN.
“.....	MR. B. O'BANNON.
I. C. R. R.....	MR. W. J. HARAHAN.
L. & N. R. R.....	MR. C. J. KLEIN.
“.....	MR. J. B. ARBEGUST.
“.....	MR. J. G. CLIFFORD.
L. E. & St. L. Ry.....	Not represented.
L. H. & St. L. Ry.....	MR. A. M. MCCracken
P. C. C. & St. L. Ry.....	MR. B. W. TAYLOR.
“.....	MR. N. B. BOILVIN.
Southern Ry.....	Not represented.

Upon motion of Mr. Akers, the reading of the minutes of
the previous meeting was dispensed with.

The reading of correspondence being next in order, the Secretary read the following communication from the Local Freight Agents' Association:

March 7, 1899.

Central Association of Railroad Officers,
Louisville, Ky.

Gentlemen: The local freight agents of the city of Louisville have long been opposed to the costly and, as we think, unnecessary practice of furnishing labor to shippers in loading cars on team track; and after taking the matter up with the Louisville Freight Committee several times, we succeeded, November 11, 1897, in receiving the following communication from them:

"Resolved, That it is the sense of this Committee that all carload freight loaded into cars from wagons shall be loaded at the expense of shippers, and that the railroad companies shall not participate in such expense. Also that the local agents be instructed accordingly."

Upon receipt of this resolution this rule was immediately put into effect by the Local Freight Agents' Association, and has continued in effect up to the last few weeks. One of the local freight agents having received instructions from his traffic department to violate this agreement, the matter was again opened with the Freight Committee, and the following communication received:

"Whereas the loading and unloading of freight is fully covered by the rules of the Official Classification, Resolved, That the same rules of this Committee, as per proceedings No. 236, October 21, 1897, be abrogated, and that the Local Freight Agents' Association be so notified."

Now, the Official Classification provides that bulk freight shall be loaded by the shipper, but makes no provision for other than bulk freight. It is also a fact that not all of the lines in the city of Louisville use the Official Classification. This, therefore, places the matter back to where it was prior to November 11, 1897.

Some idea of the unnecessary expense the furnishing of this labor entails upon the lines in this city can be gained when it is stated that one line in the city furnishing figures amounting to about \$200.00 per month some months for this labor alone when it was the custom of furnishing same, not to mention the great annoyance that station work is subjected to in providing this labor at any and all times on demand. The shippers of Louisville have now been educated up to the point where they do not expect to be furnished this labor, and this work of education for the last year is about to be undone if we are to announce our willingness to furnish this labor on demand. The matter is clearly one of station expense, and will entail a large increase of labor rolls at all stations, besides delaying the handling of house business to such an extent as to make it almost impossible in some instances of having freight loaded in time for scheduled trains. There is absolutely no doubt but what the Local Freight Agents' Association can carry out without any trouble an order to decline to furnish this labor and all lines being agreed none will suffer, but all will benefit. We leave the matter, therefore, gentlemen, with you for instructions.

Very respectfully,

LOCAL FREIGHT AGENTS' ASSOCIATION.

(Signed) F. W. HUDSON,

E. F. STOVALL,

H. G. DEMPF,

Committee.

Mr. Taylor: Mr. President, for the purpose of bringing the subject before the Association for discussion, I move you that the recommendations of the Local Freight Agents' Association be concurred in, in so far as this Association has jurisdiction, and that these recommendations be put in effect and enforced.

The matter was then considered at length, and it was finally decided to take the vote of the roads present on this motion. The motion was carried, seven of the eight roads present voting aye, and one being noncommittal until further information;

whereupon the following motion was made: "That the Secretary be authorized to communicate with the three lines not voting, and be prepared to announce the vote of all lines at the next meeting. If the reply from the absent roads be in conformity with the vote of this meeting, that the recommendation be carried into effect, as per the original resolution. If, on the contrary, the vote be against such action, let the Secretary report at the next meeting." Seconded and carried.

The Secretary read a communication from Mr. O. G. Fetter, which in part said:

Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity? Would it not be to the interests of all concerned to accept the American Railway Association Rules for all lines, and permit 10 percent to be loaded?

Upon motion the Secretary was instructed to refer this communication to all superintendents, and ask for their practice and recommendations, and report the result at the next meeting.

The Secretary read the following letter from Mr. Fetter:

See copy of letter submitted to you from J. R. Cavanagh, dated March 27, relative to uniform rules governing the payment of transfers, etc. I am requested to submit the following in place of said letter:

And is it not feasible and desirable to have uniform practice in the matter of transfer at junction points as to who shall stand the cost thereof?

Under the present method there is no uniformity, and in many cases results in loss of business to the natural routes, or to roads that business is consigned to, on account of rules at that point requiring the delivering line to transfer at their expense.

This matter was then considered, and it seemed to be the

...that it was something which could not be
...fixed rule, but depended entirely upon the
...The following motion was made by Mr. Taylor
...it is the sense of this Association that, in the
...agreement, the line electing to make transfer
...of such transfer. Nothing herein to be
...to the rules of the M. C. B. Ass'n.
...by a vote of six to two.

...communication was read by the Secretary:

...of the Executive Committee of the Central
...Officers, held in my office March 28,
...to advise all Divisions, requesting that a
...a member be selected to prepare and
...meeting a paper on any subject he may
...be in the hands of the Secretary not later
...in order that same may be printed and dis-
...members may come prepared to discuss
...Please present the matter at the next meet-

Yours truly,

(Signed) O. G. FETTER,
Secretary.

March 31, 1899.

...letter of March 29 relative to preparing
...at the annual meeting. Same reads as
...member to prepare and present at the an-
...on any subject he may desire." Same
...a member to prepare and present at the
...the subject to be selected by the Divis-
...the correction and oblige,

...truly,
O. G. FETTER,
Secretary.

decide
The
aye, and
...to prepare this paper, and upon mo-

tion of Mr. Taylor "Per diem Charge for Freight Cars vs. the Present Practice" was selected as the subject.

The following communication from President Besler under date of March 30 was read by the Secretary, and also the Secretary's reply under date of April 1:

At the recent meeting of the Executive Committee of the Central Association of Railroad Officers, the question of organizing a car service department, to be combined in our monthly proceedings and made a prominent feature of our publication, was discussed.

Briefly, at the present time car service managers are expected to run their bureaus and conduct a satisfactory car service department, and are given but very little, if any, assistance by the operating officers, who should stand firmly with them, giving them the necessary assistance and moral influence which they should receive. It is proposed that each car service manager should furnish his monthly reports, to be incorporated in the proceedings, whereby one Division may be able to see what some other Division is accomplishing, and the results of the manager's work, and perhaps gain from such report some information applicable to their own needs or conditions.

In order to get this matter properly under way, we wish to first secure from each car service manager a copy of all of his March reports which he publishes and gives to his Division. Will you therefore please arrange to send to me a copy of all of such reports, when the matter will be taken up further and we will determine whether to carry out this proposition?

Please advise me how early in April may I expect your report.

Mr. W. G. Besler, President,
Beardstown, Illinois.

My Dear Mr. Besler: I have your favor under date of March 30. In this Association the Manager at the meetings of the Association gives to the Association a synopsis of what has been done in the Association since the last meeting. This sometimes

is very brief and sometimes entails quite a lengthy report, and very often there are matters contained in this report which I doubt very seriously if they would like published. Like all Associations we make a monthly statement of the cars handled. These reports I can furnish you immediately after our first meeting in April, which is April 12.

Yours truly,

(Signed) J. C. LOOMIS.

It was considered by the members present to be inadvisable to allow the Manager's private report which is read at the Association meetings to be printed, as they might fall into the hands of the opponents of the Car Service Association and be used to its disadvantage. No objection, however, was offered to the publication of the regular monthly printed statements.

The following resolution was offered by Mr. Harahan, duly seconded and carried: "That it is the sense of this Division of the Central Association of Railroad Officers, that the Manager's report giving the inside workings of the Car Service Association should not be published, but that it would be well to publish the monthly statement, giving the general results of the workings of the Association."

The Committee appointed at the meeting held on March 8 to report on the subject of uniform charge for passenger equipment reported as follows:

"The Committee appointed at the meeting of the Louisville Division, Central Association of Railroad Officers, held on March 8 to report on the subject of uniform charge for passenger equipment respectfully submits, that inasmuch as the matter is now governed by a resolution of the American Railway Association, this Association, in our opinion, would be out of line in taking any action not in accordance with the resolution of the American Railway Association.

"(Signed) C. A. DAVIES,

"L. H. PARKER,

"M. L. AKERS, Chairman."

Mr. Harahan moved that the report of the Committee be accepted and the Committee discharged. Seconded and carried.

Mr. Harahan, Chairman of the Committee on return of switch cars, asked for further time to make a report on this subject, which was granted.

Mr. Taylor offered the following resolution: "I move the appointment of a special committee to formulate recommendations to the Car Service Association for the abolition of the practice of furnishing free storage for freight unloaded in freight houses." Seconded and carried.

The Chair appointed the following committee: B. W. Taylor, Chairman, C. J. Klein, M. L. Akers.

The Secretary stated that he would like to call the attention of the Association to the fact that there were agents in Louisville who would hold cars five or six days, or even longer, until such time as they could get them in the house, thus causing delay to cars which the Car Service Association was trying to obviate.

Mr. Boilvin stated that he had recently received a circular letter from a large grocery house in the city requesting him to unload all their freight in the house.

It was the opinion of all roads present, with one exception, that this practice was very injurious and should be abolished.

Adjourned 12:10 p. m.

A. M. McCracken,
President.

J. C. Loomis,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

MAY.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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M. S. CONNORS. C. E. CARSON: F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELSEY. J. W. RILEY.

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WM. GREGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
".....	".....	Kansas City "
I. C. LOOMIS.....	".....	Louisville "

COMMUNICATIONS.

Beardstown, Illinois, May 12, 1899.

To the Officers and Members of the Central Association of Railroad Officers:

As will be noticed in this month's proceedings, the date of our Annual Meeting, which is to be held in St. Louis, has been changed to July 18 and 19.

We find that there is a desire on the part of some of the members to have the Annual Meeting held at some outlying point and away from the territory covered by the Central Association. While it is a nice thing to have a vacation, etc., we do not believe that the Annual Meeting of the Central Association should be converted into a pleasure or junketing trip, but should be conducted on the same lines, and with the same motive, as are the meetings of the American Railway Association.

If any members wish to take a trip to Niagara Falls, or some other pleasure resort, there can be no objection to such an arrangement immediately following the Annual Meeting, and perhaps a party might be able to attend such an excursion, starting from St. Louis.

It has been the one thought foremost in the minds of the Executive Committee to give to the Central Association a business administration, and we hope to be able to maintain this feature through to the conclusion of the present year.

We submit with this issue the fifth paper of the series presented by Mr. W. M. Prall on "The Bunching of Cars." This

subject will be concluded in the next issue, and your attention is again invited to the same.

Respectfully submitted,

W. G. BESLER,
President.

Bunching of Cars—Terminal Service.

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASSOCIATION

The superintendent of transportation is entirely dependent upon the conductor's reports, the train register, with its accompanying car accountant's report, and the periodical yard check for the information upon which to intelligently handle all equipment within his jurisdiction, and unfortunately, although the first two reports furnish information as to the situation of loaded cars, they do not indicate the possibilities of their release.

He knows where the cars are; he does not know when they can be used in service unless the system in use at his terminal demands their *immediate* placing and the removal of the loading within a reasonable time. Consequently such reports must be supplemented by reports made by employees working under direct instructions from him, who check the cars available for loading each day.

Car service association rules supplementing the usual regulations should enforce such movement of the loaded cars that the service will continue until the cars are placed. It always being understood that as the rules must apply from time of register of receipt, that where the consignee electing to unload on his siding has not made proper arrangements, then the car should be arbitrarily recorded as placed at the first 7 a. m.

The agent, immediately upon the arrival of the car, must arrange for its proper carding, for the entering of the waybill, for notice to consignee, for collection of freight charges and for registering from the waybill the instructions for movement to the end of immediate delivery, every rule, regulation and in-

struction being singly for the purpose of completing the original contract.

Nothing should be allowed that will in any way suffer delay to the car; therefore it is not admissible that the railroads should fail in the delivery of the cars in rotation as received, unless specially requested to do so by the consignee, and then only when such service would not be detrimental to the carrier's interest, and with the further understanding that the consignee waives complaint for irregular service arising from such irregular deliveries.

Where the agent delays in the application of his rules or the consignee in his unloading until cars must necessarily be thrown on the hold tracks, the switching of the oldest car is obligatory, as all cars switched out of turn delay the service on earlier arrivals, to the end of an increase in the car service charge that must necessarily be allowed for by proper cancellation.

All rules must be so applied that there is a constant pressure upon the consignee in his unloading, until he makes such preparation that he can remove the lading with regularity, thus enabling the carrier to perform continuous service upon following lading, until it in its turn is properly placed.

The difference in service where cars are properly carded and switched to position for unloading, and where cars, although properly carded, are switched to the hold tracks, where they embarrass and delay the delivery of previous arrivals, is the difference between good and bad service.

The old demurrage rules increase the movement of the car on the terminal track in the lessening of the actual time used by the consignee after the actual placing of the car, but the congestion on the hold tracks continues.

Switching rules, to the contrary, are so applied that pressure is continued upon the individual car from the time of its arrival until its release; and the consignee brought into contact with the agent attains an understanding of mutual obligations, with a full appreciation of the improvement in his service, which results in such cordial cooperation that his effort is to a still

quicker unloading of the car in order to obtain an even more regular delivery.

A fuller understanding of the difference between demurrage and car service is also necessary in order to more fully appreciate the various decisions had in both the circuit and the supreme courts.

Demurrage, originally a maritime term, is entirely dependent upon the possible earning capacity of a vessel during the time of its detention.

When the railroads in the old days attempted to regulate the unloading of the cars by the application of a demurrage rule they not only encountered great difficulties in the collection of the charge, but found that they were not fully sustained by the courts, as at that time the equitable application of a rule for the purpose of improving service had not been properly exploited.

When car service associations were originally organized with a few exceptions, a penalty of \$1.00 per car per day or fraction of a day was applied by the railroads for the purpose of expediting the unloading of the car, so that the said car or vehicle could be retaken for the service of the general public.

The \$1.00 per car per day did not represent the earning capacity of the car, nor was it the desire of the railroads that they should collect either car rental, storage or trackage upon any car detained by their patrons. To the contrary, *they advertised to the general public that, as one of the contracting parties having fulfilled their contract, they were entitled to their release with a further notification that unless released from further responsibility by the removal of the lading, that only then would the penalty apply.*

It is not the desire of the railroads that there should be a continuation of any service after they have fulfilled the contractual obligation, and it is because it is not in the interests of either the carrier or the public that the warehousing should be continued that the courts sustain the reasonable regulations advertised by them, with a reasonable penalty *to be applied only*

where the consignee fails in the due performance of his part of the original contract.

Car service association rules must stand or fall as they may be applied by the individual member of the association.

There is no authority in the association other than the authority to maintain a constant surveillance and pressure upon the individual member. The authority of the manager being single, as the authority of a joint agent.

Therefore the absolute necessity for rules that will work harmoniously in accord with the instructions from the superintendent of transportation or general manager.

Antagonisms engendered arise, as a rule, from lack of understanding. The consignee realizes his benefit only when he obtains improved service, and no consignee can obtain efficient service unless he is ready to fulfill his part of the obligation.

Proper service is entirely dependent upon proper unloading, as no agent can possibly arrange for the regular placing of cars where the consignee is irregular in his unloading.

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, May 9, 1899.

The meeting was called to order at 11:05 a. m., by Vice-President Brimson.

The following roads were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
C. C. C. & St. L. Ry....	MR. B. F. SIPP.....	Supt.
“ “	....MR. H. F. HOUGHTON ...	Supt.
“ “	....MR. J. R. CAVANAGH	Supt. C. S.
“ “	....MR. F. M. LAWLER.....	D. M. M.
“ “	....MR. MASON RICKERT.....	D. M. M.
C. H. & D. Ry.....	MR. G. H. WALDO.....	Supt. C. S.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	.....MR. W. T. SMITH.....	A. M. M.
C. N. R. R.	MR. W. T. BACKUS.....	Supt.
L. & N. R. R.....	MR. BRENT ARNOLD	Supt.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

Vice-President: As the minutes of the last meeting have been published, they will stand approved as printed unless there are objections.

Amendment to Rule 3 of Rules Governing Return of Switch Cars

It was moved and carried "that American Railway Association Rule No. 6 be substituted for Rule No. 3 of rules governing the return of switch cars, which reads as follows:

"If a foreign car is loaded locally, and upon arrival at destination the shipment is reconsigned, if the reconsignment would cause a diversion of the car, it must be transferred under the rules governing transfers, where this can be done without injury to its contents, and the car returned to the road from which it was received or to the owners. But in case the shipment is of such a character that it can not be transferred, the car may be run through to destination and the same will not be considered a diversion."

Report of Special Committee for Selecting a Topic for Paper to be Presented at the Annual Meeting.

The Committee having charge of this matter asked for further time, which was granted.

Report of the Cincinnati Local Freight Agents' Association Relative to Proposition for Receiving Freight until 4 p. m. on Saturdays during March and April.

The Secretary read the following communications:

Cincinnati, Ohio, May 5, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held May 3, 1899, the proposition for keeping freight houses open until 4 p. m. for the receipt of freight during March and April was considered, at which time the report of the special Committee appointed to investigate this matter was presented, after which it was moved and carried

"that the report be received and referred to the Central Association of Railroad Officers, Cincinnati Division."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. O. G. Fetter,

Sec'y Cincinnati Local Freight Agents' Ass'n.

Dear Sir: The Committee appointed at the meeting of the Association held April 5, 1899, to report on the subject of keeping freight houses open for receipt of freight until 4 p. m. on Saturdays during March and April begs to report that, whereas the period during which it was desired to make an exception to the general rule of closing on Saturdays had expired, no action of the Local Freight Agents' Association or of the Central Association of Railroad Officers (Cincinnati Division) seems to be required.

The members of the Committee desire to say that they have interviewed a number of the prominent shippers and leading draymen, and find that, while the action suggested might be some slight convenience to one or two of them under some circumstances, the great majority are very much opposed to any such an action as tending to restore previous condition, which is not desired and would be a positive detriment to all concerned, as merchants and draymen have so adjusted their business as to be able to make all necessary shipments before noon on Saturdays. The matter is well understood by country customers, so that they place their orders in time to permit shipments on Friday if necessary. No actual increase in business for the merchants or increase in tonnage for the railroads would result from a change of the rule, while extra expense would be incurred by the railroads for labor, and to the merchants and boss draymen extra expense for drayage. Yours very truly,

(Signed) C. A. BARNARD,
C. E. FISH,
E. D. CASEY,
Committee.

Mr. Lewis: I move that the report be accepted and the recommendations of the Cincinnati Local Freight Agents' Association followed.

Seconded and carried.

Uniform Switching Rate for Handling both Loaded and Empty Cars.

The Committee having this matter in charge asked for further time, which was granted.

Reicing Perishable Property at Cincinnati in Transit.

The Secretary read the following communication:

Cincinnati Local Freight Agents' Association.

Cincinnati, Ohio, May 5, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held May 3, 1899, the following resolution was adopted:

Resolved, That we recommend to the Central Association of Railroad Officers, Cincinnati Division, that a rule be adopted whereby the line receiving the freight at Cincinnati will ice all perishable property requiring icing in transit, unless otherwise arranged between the lines in interest, and further, that the delivering line shall show all information in their possession in regard to icing on side carding and memo and regular billing, and would respectfully ask that immediate action be taken on this subject.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Lewis: I move that the matter be submitted to letter ballot.

Seconded and carried.

Joint Car Inspector at Cincinnati Attending the M. C. B. Convention.

The Secretary read the following communication :

Cincinnati, Ohio, May 9, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held this date, the matter of the Joint Car Inspector at Cincinnati attending the annual convention of the M. C. B. Association was considered, and it was moved and carried "that the Standing Committee on Joint Car Inspection recommend to the Central Association of Railroad Officers, Cincinnati Division, that they procure transportation and have the Joint Car Inspector at Cincinnati attend the annual meeting of the M. C. B. Association, to be held at Old Point Comfort in June, 1899, this Association to bear the expense of his attending this meeting."

Yours truly,
(Signed) O. G. FETTER,
Secretary.

Mr. Lewis: I move that the recommendation of the Standing Committee on Joint Car Inspection be concurred in, and that this Association authorize the expense.
Seconded and carried.

Communications Received.

The Secretary read the following:

Baltimore and Ohio Southwestern Railway.

Cincinnati, Ohio, April 27, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: I would suggest as a subject for discussion at the next meeting of the Central Association the question as to

whether it is not desirable for roads at Cincinnati to decline to store cars in their yards during great gatherings to be occupied by parties arriving in them.

All of the roads have no doubt been requested to store cars to be occupied by passengers for several days at a time.

I think some concerted action should be taken on the question by the roads centering here.

Yours truly,

(Signed) C. C. RILEY.

Mr. Arnold: I move that the Secretary be instructed to send a copy of this communication to all members, with the request that they come prepared to discuss same at the next meeting.

Seconded and carried.

Transfer Order D-914, June 28, 1897.

The Secretary read communication from the C. N. O. & T. P. Ry., relative to Transfer Order D-914, June 28, 1897, covering B. & O. S-W. Ry. car 6660, issued by the Joint Car Inspector against the B. & O. S-W. Ry. in favor of the C. N. O. & T. P. Ry., taking exceptions to ruling of the Standing Committee on Joint Car Inspection at its meeting held April 18, 1899, wherein the Joint Car Inspector was instructed to cancel said order, and asking that the case be reopened.

Mr. Arnold: I move that all papers be referred back to the Standing Committee on Joint Car Inspection, with the request that all parties interested and the Joint Car Inspector be summoned to attend a meeting at which this matter will be considered, and all parties given an opportunity to present their side of the case.

Seconded and carried.

Changing Time and Place for Holding the Next Annual Meeting of the Central Association.

The question of changing time and place for holding the next Annual Meeting of the Central Association of Railroad Officers was again brought up for consideration, the present date conflicting with meetings of the Master Car Builders' Association, the International Association of Car Accountants and the National Association of Car Service Managers, and after considerable discussion it was moved and carried "that the Secretary be instructed to correspond with the individual members of the Executive Committee of the Central Association of Railroad Officers, asking if they will not arrange to take a vote on the advisability of changing the date of the meeting, and also the place of holding the meeting, and suggesting Niagara Falls as the unanimous choice of this Division, owing to its recent development in electrical industries."

Test for Color Blindness.

Mr. Wm. H. Wonfor, representing the L. M. Prince Company, was present and desired to exhibit his appliances for testing color blindness, but as there were very few operating officers present, it was moved and carried "that the matter be postponed until the next meeting, at which time Mr. Wonfor be given an opportunity to display his appliances, the Secretary to place the subject on the call for the next meeting, requesting all superintendents to be present."

Amending Article VIII of the Joint Car Inspection Agreement.

Mr. Lewis brought up the question of amending Article VIII of the Joint Car Inspection Agreement, relative to the transferring of cars offered in interchange, suggesting that this article

be amended so that the receiving road shall do the transferring at its own expense or run the car, as they deem proper.

It was moved and carried "that the question be referred to the Standing Committee on Joint Car Inspection for consideration and recommendation regarding the proposed amendment and to report at the next meeting."

On motion meeting adjourned at 12 o'clock.

W. H. BRIMSON,
Vice-President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, May 1, 1899.

The following lines were represented :

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
“ “	...C. S. RHODES	Supt. Tel.
P. & E. R. R.....	J. W. RILEY.....	Superintendent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
P. C. C. & St. L. Ry...	M. W. MANSFIELD....	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
T. H. & I. R. R.....	O. E. RAIDY.....	Trainmaster.
C. H. & D. Ry.....	(Not represented.)	
I. D. & W. Ry.....	(Not represented.)	
C. I. & L. Ry.....	(Not represented.)	

Meeting called to order by Vice-President Zion. President
Riley came in soon afterwards, and Mr. Zion vacated the chair.

The minutes of the previous meeting were approved with-
out reading.

Unfinished Business.

Use of Cars in Local Switching Service.

In pursuance with the action taken at the April meeting, relative to the supplementary reports submitted by the Committee (see page 293, April minutes) the Secretary called for a letter ballot with the following result:

1. Is it desirable, when practicable, to make a specific charge for use of a car in addition to the regular switching charge?

C. C. & St. L. Ry.	Yes.	L. E. & W. Ry.	Yes.
P. & E. R. R.	Yes.	I. U. Ry.	Yes.
T. H. & I. R. R.	Yes.	I. D. & W. R. R.	No vote.
P. C. C. & St. L. Ry.	Yes.	C. H. & D. Ry.	No vote.
I. & V. R. R.	Yes.	C. I. & L. Ry.	No vote.

Total: In favor, 7 lines; not voting, 3 lines.

2. Should the charge for switching service be on a car basis, whether loaded or empty, instead of on loaded car basis and no charge for empties, or one rate for a load and another rate for an empty?

C. C. & St. L. Ry.	Yes.	I. & V. R. R.	No.
P. & E. R. R.	Yes.	L. E. & W. Ry.	No.
T. H. & I. R. R.	Yes.	I. D. & W. Ry.	No vote.
I. U. Ry.	Yes.	C. H. & D. Ry.	No vote.
P. C. C. & St. L. Ry.	No.	C. I. & L. Ry.	No vote.

Total: In favor, 4 lines; opposed, 3 lines; not voting, 3 lines.

After an informal discussion it was decided to defer action until an expression had been given by the three lines not voting, the Secretary to request replies and report at the next meeting.

Proposed Standard Card for Use in Handling Switch Cars.

As directed at the April meeting the various lines were asked for a letter ballot as to the adoption of a card similar to the one in use at Cincinnati, but modified by adding "Home route for this car is via"

The following is the result of the ballot:

T. H. & I. R. R.	Yes.	P. C. C. & St. L. Ry.	No.
P. & E. R. R.	Yes.	I. & V. R. R.	No.
*L. E. & W. Ry.	Yes.	C. C. C. & St. L. Ry.	No.
I. D. & W. Ry.	Yes.	C. H. & D. Ry.	No vote.
I. U. Ry.	Yes.	C. I. & L. Ry.	No vote.
Total: In favor, 5 lines; opposed, 3 lines; not voting, 2 lines.			

*With certain modifications.

Mr. Bender stated that the conditions at Indianapolis are different from those at Cincinnati, and did not see the necessity for the adoption of a card like the one in use at Cincinnati.

Mr. Bickell explained that he was also opposed to adopting the Cincinnati card as per sample submitted, but was in favor of one more simple, smaller in size, and one that would be uniform and at the same time answer every purpose for which it was intended.

Mr. Mansfield expressed himself as opposed to adopting the card under consideration; he stated that the switch card now in use by the Pennsylvania Line of Indianapolis was giving satisfaction; the card now in use being smaller than the Cincinnati card and requires only one tack to hold it in place; the letters showing the initials of the road are also much larger and more conspicuous.

On motion of Mr. Mansfield it was decided to again refer the matter back to the respective superintendents, with request that they submit the question to the general yardmasters, asking them to carefully go over the matter and make a report,

submitting and recommending a card which, in their estimation, will meet all the requirements.

New Business.

The following communication was submitted:

Cincinnati, Ohio, April 3, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: Please see copy of letter submitted to all Divisions from J. R. Cavanagh, dated March 25, relative to uniformity on the part of all lines in loading cars, etc. I am requested to submit the following in place of said letter:

"Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity?

"Would it not be to the interest of all concerned to accept the American Railway Association Rules for all lines and permit 10 percent to be loaded?"

Yours truly,

O. G. FETTER,
Secretary.

On motion of Mr. Mansfield it was declared to be the sense of this meeting that a uniform rule should be adopted by all railroads permitting the loading of cars to 10 percent beyond the marked capacity.

The Secretary also read the following:

Cincinnati, Ohio, April 3, 1899.

To all Division Secretaries, Central Association of Railroad Officers.

Dear Sirs: See copy of letter submitted to you from J. R. Cavanagh, dated March 27, relative to uniform rules governing the payment of transfers, etc. I am requested to submit the following in place of said letter:

"Is it not feasible and desirable to have uniform practice in

the matter of transfer at junction points as to who shall stand the cost thereof?

“Under the present method there is no uniformity, and in many cases results in loss of business to the natural routes or to roads that business is consigned to on account of rules at that point requiring the delivering line to transfer at their expense.”

Yours truly, O. G. FETTER,
Secretary.

On motion of Mr. Bickell it was decided to be the sense of the Indianapolis Division that it is not only feasible, but desirable, to have a uniform practice regulating transfers at junction points and determining as to which line shall pay the cost of the transfer.

The Committee (Messrs. Zion and Swanston) on compiling local rules and instructions were given further time.

Mr. Rhodes, Chairman of the Committee, reported that owing to press of work and absence of members of the Committee they were not prepared to submit the paper on Railroad Signal Lights—Substitution of Colored in place of White as a Clear Signal, to be read before the Annual Meeting at St. Louis. He stated, however, that the paper would be put in shape within a few days and sent to the Secretary to be forwarded direct to Mr. O. G. Fetter, without submitting the paper at the June meeting of this Division—this action necessary in order to give sufficient time for printing and distribution—the members present approving of this action.

Meeting adjourned at 2:10 p. m.

J. W. RILEY,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus Division, held in Room 400, Union Passenger Station, Wednesday, May 10, 1899.

Meeting called to order at 2:45 p. m., by Vice-President
Glover.

The following lines were represented:

C. A. & C. Ry.....	MR. J. J. HENRY.
“	MR. F. H. ALFRED.
B. & O. R. R.	MR. J. H. GLOVER.
“ “	MR. A. B. RICHARDSON.
“ “	MR. J. M. HOST.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
N. & O. R. Ry.....	MR. J. S. GILLESPIE.
T. & O. C. Ry.....	MR. H. C. FERRIS.
N. & W. Ry.....	MR. V. A. RITON.
C. S. & H. Ry.....	MR. G. H. KIMBALL.

Reading of minutes of previous meeting dispensed with.

Reading of Correspondence.

Secretary: At the last meeting of the Association Mr. Connors was selected to prepare a paper to be read at the Annual

Meeting of the Central Association of Railroad Officers, to be held in St. Louis on June 19 and 20. The following letter was received from Mr. Connors on the subject:

Columbus, Ohio, April 25, 1899.

Mr. J. D. Berry,
Secretary Columbus Division,
City.

Dear Sir: Acknowledging yours of the 21st. I beg to say that I am sorry that I have no time to give to the preparation of a paper to be read at the Central Association of Railroad Officers' meeting, to be held at St. Louis on June 19 and 20. I have serious doubts at this time of my ability to be present at that meeting, and for these reasons beg to ask that I be excused and the duty assigned to some one who will be more likely to be present and who has more time on his hands to prepare this paper.

Thanking the Association for the consideration shown in offering the honor to me, I beg to subscribe myself,

Yours very truly,

(Signed) M. S. CONNORS.

Secretary: I understand unofficially that the meeting has been postponed to the 18th and 19th of July, instead of the 19th and 20th of June. On receipt of Mr. Connors' letter I submitted the matter to President Quinn, who authorized me to request Mr. Brimson, of the B. & O. S-W., to prepare a paper, and received the following reply:

Chillicothe, Ohio, May 3, 1899.

Mr. J. D. Berry,
Secretary C. A. of R. R. O.,
Columbus, Ohio.

Dear Sir: I have your favor of May 1, advising that President Quinn has selected me to prepare a paper to be read at the C. A. of R. R. O. meeting in St. Louis, June 19.

I appreciate the honor President Quinn has endeavored to confer upon me, but I must most respectfully and emphatically decline at this time to prepare such a paper as should be read, for the reason that I have not the time to devote to such an undertaking. My time these days is so fully occupied that it is difficult for me to do all the work required of me and get sufficient sleep to keep me going.

I note by the proceedings for April that General Superintendent Connors was selected by the Association to present a paper, and I believe that if you could prevail upon him to do so, the Columbus Division's paper would be a bright spot in the Annual Meeting.

Yours truly,

(Signed) W. H. BRIMSON.

Mr. Brimson: I move that the Secretary of this Division be requested to write to each member of the Executive Committee of the Central Association, asking that the date now selected for Annual Meeting be changed until some time in July and that Niagara Falls be substituted for St. Louis.

Seconded by Mr. Henry. Carried.

Mr. Henry: I move that Mr. Connors be notified of this action and asked to reconsider his decision.

Seconded by Mr. Brimson. Carried.

Springfield, Ohio, April 30, 1899.

Mr. J. D. Berry,

Secretary Central Ass'n of R. R. Officers,
Columbus, Ohio.

Dear Sir: Kindly note attached from Mr. W. F. Allen, Secretary of the American Railway Association, in reply to my wire of the 12th instant, advising the American Railway Association to hold its next session in Columbus.

Yours truly,

(Signed) WM. QUINN.

New York, April 21, 1899—

Mr. Wm. Quinn,
President Central Ass'n of R. R. Officers,
Columbus, Ohio.

Dear Sir: Your telegram of the 12th, inviting the American Railway Association to hold its next session in Columbus, was duly received.

Under the rules of the Association the Executive Committee determines the place of meeting. That Committee held a session on the 11th and selected New York City as the place for the October session of the Association.

I will take pleasure in presenting your invitation to the Executive Committee at its next meeting.

Very truly yours,

W. F. ALLEN,
Secretary.

Mr. Ferris: I move that the communications be spread upon the minutes.

Seconded by Mr. Henry. Carried.

Secretary: Subjects for discussion at this meeting:

"Is it feasible and desirable to have uniform practice in the matter of transfer at junction points, as to who shall stand the cost thereof?"

"Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity? Would it not be to the interest of all concerned to accept the American Railway Association rules for all lines, and permit 10 percent to be loaded?"

Mr. Ferris: I move that the Chair appoint a Committee of three to investigate the first question and report at the next meeting.

Seconded by Mr. Brimson.

Chair appointed Messrs Riton, Kimball and Henry.

Mr. Henry: I move that it is the sense of the Columbus

Division that it is feasible for all lines to adopt a uniform rule governing the loading of cars beyond their marked capacity, and recommend that all Divisions of the Central Association adopt the American Railway Association rule, which permits the loading of cars 10 percent beyond their marked capacity.

Seconded by Mr. Riton. Carried.

Mr. Kimball: I move that Rule No. 7, page 48, of our printed rules, be amended so that cars to be delivered to junction points on the line of receiving road are not included in the meaning of this rule; that Secretary be instructed to send a copy of this resolution to each member of the Association whose road centers at Columbus, with notice that the question will be voted upon at the first regular meeting after the thirty days' notice expires.

Seconded by Mr. Riton. Carried.

Bill of the Central Association, amounting to \$15.63, ordered paid on motion of Mr. Brimson, seconded by Mr. Ferris.

On motion, duly seconded, meeting adjourned at 3:45 p. m.

J. H. GLOVER,
Vice-President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, May 8, 1899.

Meeting called to order at 1:45 p. m., President Smith in
the chair.

The following lines were represented:

Ann Arbor R. R.....	MR. M. D. FOHEY.....	Trainmaster
C. H. & D. Ry.	MR. S. B. FLOETER.....	Supt.
C. N. R. R.....	MR. J. B. FLANDERS....	Gen'l Supt.
F. & P. M. R. R.....	MR. T. J. HATSWELL....	M. M.
H. V. Ry.....	MR. M. S. CONNORS.....	Gen'l Supt.
L. S. & M. S. Ry.....	MR. A. H. SMITH.....	Supt.
Penna. Co.....	MR. W. H. POTTER.....	Supt.
T. & O. C. Ry.....	MR. T. F. WHITTELSEY.	Gen. Supt.
Wabash R. R.....	*MR. E. A. GOULD.....	Supt.
W. & L. E. Ry.	†MR. F. J. STOUT.....	Gen. Supt.

*Represented by Mr. Frank Clark.

†Represented by Mr. W. P. Schaufele.

VISITORS: Agents G. W. Dennison, Penna. Co., A. W. S.
Irvine, C. H. & D. Ry.

The reading of minutes of previous meeting was dispensed
with.

The Secretary read communications from Mr. R. B. Turner, General Superintendent C. H. & D. Ry., and Mr. J. W. Sherwood, General Superintendent T. St. L. & K. C. R. R., in which these gentlemen stated that, owing to other engagements, it was impossible for them to be present at meeting.

Schedule of Prices for Transferring Cars.

On motion the schedule of prices for transferring cars at Toledo on the order of the interchange inspection, as recommended by the Local Freight Agents' Association, to take effect June 1, 1899, was unanimously adopted.

Rules for Handling Switch Cars.

The Secretary read replies to request for letter ballot, which showed that the roads very generally favored rules similar to those adopted at Cincinnati or Columbus, but in several instances modifications or changes were suggested.

The Chairman asked what necessity really existed for the adoption of the proposed rules by the Toledo Division, and if it was not a fact that Toledo was now working under practically the same rules as those under discussion.

Mr. Whittelsey: It occurred to the President of the Central Association that it would be a good thing to have all of the Divisions work under practically the same rules with regard to handling switch cars.

Mr. J. B. Flanders: There is one good feature in the Cincinnati rules, in substance, that when a road consigns a car, say Toledo proper, that car can not be reconsigned by the shipper without the permission of the owner. I think that is a strong point and was a factor in influencing me in favor of the Cincinnati rules.

Mr. Whittelsey: I would suggest that, as a way to dispose of this matter, a Committee be appointed to take up the standing resolutions of this Division and compare with these reports,

and if there is anything in the reports that is an improvement on, or an addition to, our present rules, that we embody same in our resolutions.

Mr. Whittelsey offered the suggestion as a resolution, which was seconded and carried by an unanimous vote.

The Chair appointed as a Committee Messrs. T. F. Whittelsey and J. B. Flanders.

Charges to be Made for Passenger Equipment Loaned.

Secretary read replies to request for letter ballot, which showed some difference of opinion with regard to the desirability of adopting rules as recommended.

Mr. Whittelsey: I have here a copy of resolution adopted by the American Railway Association at Detroit in April, as follows:

“Resolved, That where per diem rates are charged for the use of cars under the resolution adopted April 15, 1896, the per diem shall be computed from the time of delivery, and fractions of days shall be counted as a full day when such fraction exceeds half a day.

“Where necessary to haul cars empty over the road owning them for delivery to the road hiring them, it shall be proper to make such charge for hauling to the point of delivery as may be agreed upon.”

Our rules ought to be in line with the American Railway Association, and also ought to clearly define what is a delivery of a passenger car; that is, as to how same shall be charged against borrowing road.

I think we ought to take this American Railway Association rule as a basis and work from that.

Mr. Connors: Was this question raised by the President of the Association, and are we to report to him?

The Chair replied in the affirmative.

Mr. Whittelsey explained that while the American Railway

Association rule covered the matter as a whole, it did not cover some of the details, such as defining what should be considered the delivery of a passenger car.

Mr. Connors: I move you that this Association write to its President that it is the sense of the Toledo Division that it be governed in the matter of charges to be made for passenger equipment loaned by the rules of the American Railway Association.

C. H. & D. vs. D. T. & M.

The Secretary read the following communication from Mr. S. B. Floeter, under date of March 27, 1899:

At the last meeting of the Association, held March 13, all papers referring to the controversy between the D. T. & M. and C. H. & D. regarding the switching of twelve empty C. H. & D. cars to the D. T. & M. on February 15, 16, 17, 18 and 20, were referred back to the C. H. & D. for additional evidence to show why the C. H. & D. is not responsible for the switching charge in controversy.

These twelve empty cars were delivered to the D. T. & M. on their order for loading back over the C. H. & D. road, that road under the circumstances to pay the switching charge on the return of the loaded cars via the line by which they were first delivered to the D. T. & M.

The charge on a loaded car, when returned by the same road over which the empty was delivered, pays for both movements; however, in this case the D. T. & M. returned these cars loaded via the Ann Arbor Belt, and paid for the loaded movement over the Ann Arbor Belt, but on account of the D. T. & M. thus diverting the cars the Wheeling Belt now claim the switching charge on the empty or first movement to the D. T. & M. road, which charge the D. T. & M. has declined to pay on account of their doing business over the Ann Arbor Belt, and claiming that the C. H. & D. should have made delivery of the empty cars via that belt. To this I have to say that this company

never received any notice from the D. T. & M. to the effect that that company desired to change the switching of the business from the Wheeling Belt to the Ann Arbor Belt, and therefore I claim they are responsible for the additional expense incidental to their diverting the cars, which expense is the first or empty movement of the twelve C. H. & D. cars delivered to them via the Wheeling Belt.

I would be glad to have you bring this matter before the next meeting of the Association, with a view to having an Arbitration Committee appointed to settle the dispute.

Mr. Connors: I move that the letter of Mr. Floeter be received and the matter in controversy, as stated therein, be submitted to the Association as a whole for its interpretation of the finding of the Arbitration Committee.

Seconded by Mr. Fohey and carried.

Mr. Connors: I move you that it is the sense of this Association that the D. T. & M. should have been found responsible for the charges on empty movement of the twelve cars from the C. H. & D. to the D. T. & M. road.

Seconded by Mr. Hatswell.

Mr. Whittelsey: Does this motion mean that it is the sense of this Association that they (the D. T. & M.) should have been charged this amount?

Mr. Connors: I was Chairman of the Committee, and wish to place myself in the proper light in this case. It was our intention to place the responsibility for the extra switching charge on the D. T. & M., and the reason for the finding as it appears in the report of the Committee was that the Toledo Belt Railway could not consistently render bill against the D. T. & M. R. R. for the switching movement on the twelve cars, the D. T. & M. not having given them the cars either empty or loaded, but that the bill should be made against and paid by the C. H. & D., as they gave the cars to the Toledo Belt, and that the C. H. & D. should be reimbursed the amount by the D. T. & M.

The Chairman asked that, provided the loaded movement of the cars returning to the C. H. & D. was over the Toledo Belt Ry., who would have paid the switching charge?

Mr. Connors explained that had the cars been returned loaded via the Toledo Belt, the road over which they were sent empty to the D. T. & M., there would have been but the one charge, which charge the D. T. & M. would have paid.

On call for the ayes and nays the President declared Mr. Connors' motion carried.

Transfer at Junction Points.

The Secretary submitted the following from Mr. J. R. Cavanagh, relative to uniform rules governing the payment of transfers, etc.:

"Is it not feasible and desirable to have uniform practice in the matter of transfer at junction points as to who shall stand the cost thereof?"

Same was ordered received.

Uniformity in Loading Cars—Excess Loading.

The Secretary also read a communication from Mr. Cavanagh, relative to uniformity on the part of all lines in loading cars, etc., as follows:

"Is it not feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity? Would it not be to the interests of all concerned to accept the American Railway Association rules for all lines and permit 10 percent to be loaded?"

Above was also ordered received.

No-Bill Cars.

The Secretary read the following communication from Mr. M. S. Connors, General Superintendent, H. V. Ry., under date of May 2:

The number of no-bill cars interchanged at Toledo between the Toledo lines is such that it is quite burdensome to handle the same. I think, therefore, it would be well to bring the subject before the Central Association at its next meeting, to see what, if anything, can be done to remedy the matter.

Mr. Connors offered a motion that the subject-matter be submitted to the local freight agents for a report at next meeting as to the cause of so many no-bill cars.

Seconded by Mr. Flanders.

Mr. Smith: We want to say to our agents that they should take speedy steps to improve and remedy the matter and report what steps they can suggest.

The delay to cars at Toledo for want of waybills is serious, and when we switch such cars more rapidly than agents can get a piece of paper around, it seems to me that the agents should get together and effect a remedy.

Mr. Potter explained that they had serious trouble on Pennsylvania Lines, and that he had taken the trouble to send a Committee out to visit other points, with a view to securing information on this subject, and called on Mr. Dennison, his agent, a member of this Committee, to explain the result of the trip.

Mr. Dennison: The Committee, of which I was a member, visited Indianapolis, Louisville and Cincinnati for the purpose of investigating methods of handling carload business interchanged with connections, more particularly that not accompanied by regular billing, and found practically the same course pursued at each of these points to facilitate the interchange of such business, and that not a car is delayed at either from the

mere fact that it is not accompanied by regular bill. All roads at either of these points, in the absence of regular billing, accept and deliver carload business when advised of contents of car, weight, consignee, destination and route, either by way of a switching card or memorandum bill.

At Indianapolis the agent has a force of clerks located in yardmaster's office at their outer yard, and all inbound carload billing goes to this office. If the billing is ahead of the car the transfer slip is made out and sent with regular bill to agent's office, who sends the transfer to agent of connecting line. A switching card, showing contents of car, weight, consignee and destination, is also made at the same time and held at outer yard until car arrives, when it is delivered to connecting line with the car. If regular billing is received with the car the outer yard office makes the transfer and sends it with car to connections and sends regular bill to agent's office, noting transfer reference on face of regular bill.

Business from connections is received in the same manner, so that when a car reaches our line it is either accompanied by the regular transfer or a card showing contents, weight, consignee and destination, and a conductor's running card is made at once by the agent's clerk at outer yard, so that by the time the yard has the train looked over and broken up the card bills are made out and the cars are ready to be forwarded.

A list of cars carded is sent to agent and regular billing made in his office.

The interchange at Cincinnati and Louisville is handled in about the same manner, except that cars are delivered on switching cards only and regular transfer slips go to the agent by messenger, and all lines accept and forward cars on information given by these switching cards.

The situation at Indianapolis is very similar to that at Toledo, so far as extent of territory covered and distance between local freight agent's office and yard is concerned, and we think that the same system to effect prompt interchange could be adopted at Toledo.

To accomplish this it will be necessary, in order to bring about uniformity of action, that we secure the cooperation of the connecting lines.

In addition, the matter will have to be taken up with a view to secure the approval of our transportation and traffic departments, as there will occasionally be variance between the information given by the switching cards and memorandum bills, and regular transfers discovered after the car has left the division, rendering it necessary to change carding, which should be arranged for by wire, but your Committee does not anticipate objection on the part of either department when the end in view is fully understood.

All realize that our methods here in this regard are rather in the way of obstruction than the facilitating of movement. To accept business and hold it for regular billing, or to insist upon regular billing accompanying car, results in delay. To accept business and hold it for billing not only results in delay, but involves the providing of track facilities for storage of business, or, without these, frequent handling in connection with yard work, accompanied oftentimes with damage to both equipment and contents, which makes it very expensive, actually costing us more in this manner, we are satisfied, than any additional expense called for account of clerical help to carry out the recommendations of your Committee.

With the methods of the present day, in connection with the transaction of business generally throughout the country, avoidance of delay to traffic in transit is of vital importance, and the volume of business controlled by the line or combination of lines who succeed in accomplishing this will be measured only by the capacity to so handle it.

Mr. Flanders: Our agent told me the other day that the only place he had any trouble getting bills around in time was at the Lake Shore, on account of requiring the bills to be delivered over at East Toledo.

Mr. Smith: We have that matter up now.

Mr. Connors: I think there is no question but that the

matter should go to the local agents, and if causes assigned by them are not satisfactory, then the matter should go back to them for a more satisfactory explanation. It may be that the causes leading up to delays lie beyond the agents' province to correct.

On call for ayes and nays Chairman decided motion carried.

On motion Mr. Potter, of the Penna. Co., was requested to submit to the Association a plan which, in his opinion, would largely obviate no-bill cars.

Annual Meeting.

The Secretary read a communication from Mr. O. G. Fetter, in which it was stated that the next Annual Meeting will be held at St. Louis on June 20 and 21.

Mr. Whittelsey, of the Executive Committee, stated that he understood some action had been taken with regard to postponing the meeting until July, so as not to conflict with the meeting of the Car Service Managers in June.

Mr. Connors replied that the Central Association of Railroad Officers' meeting had been postponed until July 18 and 19.

Paper for Annual Meeting.

The Secretary read a communication from the Executive Committee, requesting all Divisions to select a member to prepare and present at the Annual Meeting a paper, subject to be selected by the Division.

The Chair appointed Mr. W. D. Trump, General Superintendent F. & P. M. R. R., as a member to prepare and present paper at the Annual Meeting, and instructed the Secretary to notify him accordingly.

Board of Trade on Pilfering of Grain.

The Secretary read the following letter from Mr. L. S. Churchill, of the Toledo Board of Trade, under date of April 19, 1899:

The writer, L. S. Churchill, is a member of the Committee on Weights and Measures in our Board of Trade. We have had a great many complaints about shortage on account of stealing etc., and the Committee request a conference with the superintendents at their next meeting in Toledo. You will confer a favor on me as Chairman of this Committee if you will notify me at what time and place this meeting will be held, and if you will grant us an audience. Awaiting your reply, I remain,

Mr. L. S. Churchill: I am only one of the Committee appointed to represent the Board on a matter which has given us a good deal of trouble. It is this question of stealing and shortages from cars where grain has been consigned to the different members of our exchange. The railroads have done a great deal in trying to correct the trouble; several arrests have been made, and the evidence seemed to have been clear, and yet, out of a good heart, they are let go without really any punishment, or with such slight punishment that it hardly amounts to anything.

At our last meeting it was suggested that the Board of Trade offer a suitable reward, not for the arrest only of those people who are robbing these cars of grain, but for arrest and conviction. Some members thought in event we offered a reward of this kind it might be construed as waiving responsibility on the part of the railroads to deliver the grain if there was any loss through pilfering.

I have here two or three cases where the Secretary kept a record of cars from which grain was taken, and while we confined the statement to a few cases on one road, there have been a great many complaints coming from most all roads. The

cars come to the yards and go into the elevator, and a shortage develops, and those fellows in the country think the Board of Trade men take the grain out and then hold them responsible. It is a detriment to our market, and they shun Toledo if they can get the same price elsewhere as is offered at Toledo.

If the railroads will adopt some measures to apprehend the guilty parties, we are willing to give \$10 towards every conviction.

Now, if the railroads will put up signs along their tracks, calling attention to the fact that a reward of \$10 would be paid for the arrest and conviction of anyone stealing from cars, we feel willing to enter into some arrangement to break up this stealing, but would not want to waive our rights to claim for shortage.

In answer to a question by Mr. Flanders, Mr. Churchill stated that some of the cars on which shortage occurs arrive at elevators with seals intact, but that most do not—where the seals were intact was an exceptional case. Where shortages were, very frequent seals were found broken.

Mr. Connors: I would like to ask that the Board of Trade, through its Secretary, report the fact to the Secretary of this Association promptly, that the matter may be presented to us at our various meetings.

Mr. Potter: How about the Board of Trade Inspectors breaking seals on and opening cars without notice to the agents? It seems to me that ought to be corrected.

Mr. Floeter: We have made arrests and secured convictions in cases of parties stealing from grain cars, but our greatest trouble has been over in our east yard, where one hundred or more cars would be standing at one time. The inspector would break the seals and leave the doors open, offering additional temptation to steal, and it always occurred to us that after the inspector breaks a seal he should reseal that car. If the inspectors agree to reseal cars it would be a great help to the railroads in putting a stop to this pilfering.

Mr. Flanders: The attention of the Board of Trade was

called to this feature several years ago, and request made that their inspectors should reseal cars, but for some reason nothing was done.

Mr. Smith: How does our watchman know your inspectors?

Mr. Churchill: He does not know them, unless by his ladder or tools for inspecting.

Mr. Smith: It seems to me that any person might have something that looks like a gauge with him, and think he should be identified by a badge, with his number, and in case he has failed to reseal a car we can take the matter up and call attention of the Board of Trade to the inspector's failure.

Mr. Connors: The statement that inspectors failed to reseal cars was a revelation to me. Of course, under such conditions, it would be very difficult for the railroads to know when a car was left open. The inspector should make report to the Board of Trade of any car found open, then, after he closes the door, that he has sealed that car and sealed it with a certain seal number. We should insist upon the inspectors' resealing cars that they open, and also on wearing some insignia of office.

Mr. Smith: I would suggest that the Board of Trade report immediately on ascertaining information regarding a car found open to the Secretary of this Association, who in turn will notify the superintendent of the road in interest, and if any concentration of officers is required to properly take care of any such complaint, same can be arranged between the different roads.

Mr. Churchill: I thank you, gentlemen, very much. I am interested in, and will do everything I can to carry out, your suggestions.

Mr. Connors offered the following resolution, which was unanimously adopted:

"Resolved, That it is the sense of this Association that it lend its hearty support to the Toledo Board of Trade in locating petty thieving of wheat from cars, and that it requests the Board of Trade to equip their grain inspectors with a badge, bearing their number and title, conspicuously displayed at all times

while on duty in the railroad yards, and further, that the Board of Trade be requested to have their inspectors show in their report to the Board of Trade the condition of seals found on cars when they make inspections and the seals that they replace said original seals with after said inspection is made and grain doors closed; and further, they, the Board of Trade, report to the Secretary of this Association each case where their inspectors find the original seals on cars containing grain broken."

On motion adjourned.

CAR SERVICE.

Mr. W. H. Potter, Chairman.

The matter of list showing team track freight was taken up and a list submitted which was prepared by the Manager.

The Manager, in reply to the question whether the local agents had been consulted in the matter, stated they had, but that they had taken no definite action regarding same.

On motion of Mr. Connors the Manager was directed to take the question up with the Local Freight Agents' Association and discuss the matter of commodities, as shown in list submitted, and agree upon what is proper to appear in list of team track freight, and submit same to this Association at its next meeting.

On motion adjourned, to meet Monday, June 12, 1899, at 1:30 p. m.

A. H. SMITH,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, May 9, 1899.

Meeting convened at 10:30 a. m. President Nichols in the chair.

PRESENT:

Roads.

Representatives.

P. & P. U.	F. L. TOMPKINS.....	Gen'l Supt.
C. P. & St. L.....	C. MILLIARD.....	Superintendent
Big Four	J. W. RILEY.....	Superintendent
Vandalia Line.	B. MCKEEN.....	Superintendent
“	F. L. CAMPBELL.....	Trainmaster.
L. E. & W.....	H. F. BICKELL	Asst. Gen. Supt
C. R. I. & P.....	C. L. NICHOLS.....	Superintendent.

Honorary Member, J. C. Dailey, Supt. Illinois Central.

President: The first matter is report of letter ballot on the following resolution:

“Resolved, That in the transfer of carload freight at Peoria (excepting cars refused account M. C. B. Rules and cars overloaded) that the road demanding the transfer be required to bear all the expense connected with same.”

The vote was canvassed, showing eight (8) roads to have voted, six (6) in favor of the resolution, and two (2) against it, and under the rules that on matters affecting the practice of companies a unanimous vote shall be required, the President declared the motion lost.

Mr. Riley: I am in favor of a uniform transfer rule effective at all junction points, but think the question is too large for a local association to tackle. I therefore move that it is the sense of this Division that a uniform practice should obtain in the matter of expense of transfer of carload freight at all junctions, and that the matter be referred to the Central Association to report at its coming Annual Meeting, they in turn to refer it to the American Railway Association.

Seconded by Mr. Bickell and carried.

Mr. Bickell: I do not think that we, or any other road, should adopt a standard here unless the same standard was adopted by our connections east. If we agree to bear the expense of transfer here at Peoria, we would be bearing such expense at both ends of the road. My personal idea is that the road demanding the transfer should be at the expense of same. In other words, if a road delivers a car to us here at Peoria, improperly loaded, they should bear the expense of transferring it, but if they deliver the car to us in good order, and we prefer to transfer it into one of our own cars to save foreign mileage, we should stand the expense ourselves. I am in favor of uniformity all over the country, whatever that uniformity may be.

President: It seems that the practice in the east is against the practice in the west. In the west the receiving roads bear the expense of transfer, while in the east it seems that the delivering road pays such expense. Any road that happens to be on the dividing line, in between, gets the worst of it. I was at Kansas City last month, and it was the unanimous opinion among the roads there that their practice was best, and there the receiving road does all the transferring under all conditions.

President: Our next matter is "Shall agents be instructed

not to allow cars to be loaded more than 10 percent in excess of their marked capacity, when destination is beyond their own lines."

Mr. Milliard: We take anybody's car loaded up to 10 percent excess.

President: We allow 10 percent excess loading and don't "split hairs" if they get a little over that amount. The general practice of the lines here seems to be to limit the loading to not over 10 percent excess, and with this understanding the question will be closed.

Our next is new business.

Mr. Tompkins: I think our Annual Meeting will be postponed until July 18 and 19. Papers passed through my hands a few days ago, which originated in the Cincinnati Division on account of the date selected conflicting with other meetings, and it was the unanimous opinion up to the time the papers reached me that July would be a better date.

Mr. Tompkins: One other matter. We have Mr. Dailey, representing the Illinois Central on the Executive Committee of the Illinois Car Service Association, with us, and he will be here instead of Mr. Higgins. I therefore move that Mr. Dailey be elected an honorary member of this Association.

Seconded and unanimously carried.

President: We are glad to have you a member with us, Mr. Dailey.

Mr. Dailey: Gentlemen, I thank you.

Mr. Bickell: There has been some delay in freight trains leaving the yards here on account of whiskey shipments, and some have thought it advisable to bring the matter before the Association. It seems to me we should discuss the matter here.

President: All lines interested are here, with the exception of the P. D. & E., T. P. & W. and Iowa Central. The St. L. P. & N. are also interested, although not members of this Association. Speaking for the C. R. I. & P., I am ready to have our trains get out on time, whether the whiskey is ready for us

or not. Mr. Tompkins is here and we should be glad to have him express himself.

Mr. Tompkins: I will say that so far as our company is concerned, we have nothing to do with the holding of trains. We make them up on time, as nearly as possible, and if the roads want their trains held they so instruct us.

Mr. Riley: I will ask Mr. Tompkins if it is not a fact that he had a schedule in effect whereby he pulled tracks at certain hours? It strikes me if he would follow that schedule he would force the industries to get their cars out on time. I agree with Mr. Nichols that we should get our trains out on time, and if the P. & P. U. will follow that schedule we can do so.

Mr. Tompkins: We follow that schedule to the present time as closely as possible. If a distillery has not their cars ready on schedule time we pass on to the next, and when a road finds that the whiskey is not ready they instruct us to hold their train and we get back there as soon as the business in the yards will permit, in some cases going the third time before the cars are ready. I watched this matter very carefully last winter, and in every case which I investigated it rested with the shipper. He did not get stamps on his shipments and his cars loaded anything like on schedule time. This is something we can not control. I thought if the roads would not hold their trains that this delay would be overcome.

Mr. Riley: If the schedule is still in effect it would be proper for roads to instruct their agents not to hold trains. We issued an order that our trains must leave on time and they do.

President: It seems before we take action on this matter that we should have a ballot from every road, and as they are not all represented here today, a motion to that effect would be in order. If three quarters of us agree and the rest hang out it would be but a short time before we were back in the same rut.

Mr. Bickell: I move that the question be submitted to letter ballot.

Seconded and carried.

Secretary: I understand that the proposition is "That trains will not be held for whiskey shipments?"

President: Yes, sir, and it would be well to take the matter up with the St. L. P. & N. also.

Adjourned at 11:30 a. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., May 12, 1899.

Mr. O. G. Fetter,
Secretary.

Dear Sir: No meeting of this Division was held today on account of trip to University of Illinois by the representatives.

Yours truly,

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., May 10, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	Mr. J. W. STARR.....	Supt. Ter.
"	.....Mr. F. H. RUSSELL.....	Trainmaster
"	.....Mr. J. W. ROBINS.....	Trainmaster
C. & A. R. R.....	Mr. M. SHEEHAN.....	Trainmaster
C. R. I. & P. Ry.....	Mr. J. R. BLAIR.....	Trainmaster
H. & St. J. R. R.....	Mr. E. G. FISH.....	Asst. Supt.
K. C. F. S. & M. R. R.	Mr. W. H. CHURCHILL..	Ass't T. M
"	" ..Mr. E. F. EDGECOMB...	Agent.
C. M. & St. P. Ry.....	Mr. E. D. WRIGHT.....	Supt.
M. K. & T. Ry.....	Mr. L. W. WELCH.....	Supt.
"	.....Mr. C. WIRTH.....	Trainmaster
C. G. W. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R.	Mr. E. G. FISH.....	Asst. Supt.
St. L. & S. F. R. R.	(Not represented.)	
Mo. Pac. Ry.....	Mr. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	Mr. A. T. PALMER.....	Ass't Supt.

Wabash R. R.....MR. JAS. LAUGHLIN.....Trainmaster.
".....MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....MR. W. E. GREEN.....As. Gen. Supt.
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
K. C. Sub. Belt R. R...MR. W. L. STEVENSON. Supt.
" ".....MR. W. S. CARSON.....Trainmaster.
Union Depot Co.....(Not represented.)

VISITOR: Mr. Fred. Myers, Train Dispatcher Union Pacific
R. R., Omaha.

President: If there are no objections, the minutes of the
last meeting as printed in the proceedings will stand approved.

Unfinished Business.

Secretary: Mr. Lawrence was to furnish us some tonnage
figures today.

President: As Mr. Lawrence is not present, the matter will
be laid over.

President: I will say that, as a member of the Executive
Committee I have had a communication from the President
stating that on account of the Car Accountants' Association
meeting having been arranged for the same dates that were
selected for the Central Association meeting, we have been
requested to change the date of holding our Annual Meeting
this year. I noticed that all of the members of the Executive
Committee have voted in favor of changing the date of the
meeting from June 20, 21 to July 18, 19, so that those who are
intending to attend the Annual Meeting at St. Louis can take
due notice that it is likely to be changed to that time.

I would like to say while on this subject that I hope all of
our members who can will shape their affairs so that they can
attend that meeting. It is only a night's ride, and I am sure
you can not spend two days more pleasantly. St. Louis has a
reputation for entertaining guests that is well known.

Reports of Committees.

President: At the last meeting a Committee was appointed, of which I was Chairman, to consider the subject of "Organization and Operation of Terminal and Local Yards," referred to by Mr. S. R. Kramer, Superintendent of the L. E. & W., in the March proceedings. Mr. Sheehan, Mr. Laughlin and Mr. Churchill were appointed as the other members of the Committee.

Much has been said and written in the past few years on the subject of "terminals," and while a further discussion of the subject may seem like "threshing over old straw," it must be admitted that new and perplexing problems in terminal work are constantly arising, and that the subject is practically inexhaustible; in fact, it is of such magnitude that it would be impossible within the limitations of a paper to thoroughly cover the ground of "Organization and Operation." While volumes might be written on almost any one phase of the question, the Committee feels that we should confine ourselves to a few of the points touched upon by Mr. Kramer and leave the subject open for general discussion and individual opinion.

To start the ball rolling, as Chairman of this Committee, it may not be out of place for me to give my personal opinion on a few of the questions raised by Mr. Kramer. You will observe that he says: "In the first place, I think the yardmaster should always be a man of office experience, say a train dispatcher or agent." Now, with all due respect for the train dispatcher and the local agent, it is my personal opinion that if there is any employee of a railroad who should have experience in every detail of his work it is a yardmaster. I do not know whether it is Mr. Kramer's idea that a train dispatcher or agent should be put into a yard without any yard experience, or whether, in addition to being a yardmaster, he should have experience as dispatcher or agent. If the latter, I say well and good, as a

yardmaster can not know too much, but otherwise it is my opinion that the best results can only be obtained by having a yardmaster who has had practical experience in switching cars. If he has had experience in train service and as dispatcher or agent he is that much better qualified to discharge the duties of his position, but the first and prime requisite is that he should be a practical yardman.

According to Mr. Kramer's ideas, the yardmaster should have charge of the yard records. This would be all right in a small yard where only one or two engines are worked, and where the yardmaster is foreman, switchman, yard clerk and everything else, but on a large terminal, where it is necessary to work a number of engines, I believe that better results can be obtained by having the yard switch force entirely separate from the yard record force; that is, have yard clerks, seal clerks, car records, etc., under the agent. With such an organization the agent can keep a check on the yard force and vice versa. As a matter of fact, the yardmaster has his hands full looking after the movement of engines and trains through the yard, and his time should not be taken up with the handling of waybills, transfer slips, etc. All of the instructions concerning shipments are wired to the agent, and he should be held responsible for the proper carding of trains. If the yard clerks are under him he can give them instructions from time to time about any changes in routing cars, stopping cars for inspection, etc.

Mr. Kramer says: "The carding of cars by yard clerks, of course, is preferable for cars going to junctions, warehouses and team tracks, and in some large yards absolutely necessary; but this can be done by yard clerk after train has been switched without much difficulty if the yardmaster has the proper system, etc." I must again take issue with Mr. Kramer, as, in large yards, it would be a prolific source of trouble and confusion to depend upon yard clerks to card cars after trains have been broken up and scattered in every direction. A yard clerk can usually card a train while it is being inspected, and after it is once properly carded chances for mistakes in switching or

wrong delivery are very much lessened. Of course, in a small yard or division point, where there is not enough business to justify yard clerks, it is all right to switch trains by conductor's switch list, but in a large yard the train should be carded before it is switched.

The question is now open for discussion, and I trust all will take a hand in it.

Mr. Green: I rather think that Mr. Kramer considers that if a yardmaster has other requisites, such as a thorough knowledge of station work or a knowledge of train dispatching, together with a thorough knowledge of yard work, that he would be a better man for the position, and I agree with him, but if a yardmaster is to be lacking in any quality, I would rather that it be in knowledge of station work and train dispatching, for the most essential thing is a thorough knowledge of yard work, good judgment and the other features that go to make a good, competent yardmaster.

I have had large experience in handling yards, and I agree with Mr. Kramer in the method of carding cars and keeping car records. I think that this should be under the yardmaster, for the greatest success can be had in running a yard when the yard force is separate from the station force. I have had greater success in handling yards separate and distinct from the agent than in operating them under the direction of the agent. Of course, in small yards, where only one or two engines are worked, and you want to centralize the responsibility, I believe it would be preferable to put the yard under the station agent, but in large yards or terminals, in my estimation, better results can be obtained by separating the station and yard force. An agent usually knows nothing whatever about yard work. His interest is in accommodating the patrons of the road.

Some roads at their larger stations are centralizing their work by putting everything under a superintendent of terminals, and I believe they have realized good results. I will say in connection with that matter that when I took charge of the Illinois Central yard at Chicago in 1890 they were working

thirty-two switch engines. The agent was also general yardmaster. In three weeks after taking charge I had reduced the number of engines to eighteen and the yard was separated from the agent. In fact, I told the general superintendent that I would not take the yard and be subject to the orders of the agent, and I took it under those conditions. I did the same thing on the Union Pacific—separated the yards from the stations—and where they had been working four or five switch engines it was reduced to three. They had yardmasters in charge of yards who were paid brakemen's rates—men that could look after one engine and do fairly good work, but when it came to two or three engines they didn't have the executive ability necessary to map out the work and get results. I raised the salaries sufficient to hire a good, practical yardmaster, and I reduced the cost of switching on the Wyoming Division of the Union Pacific about 30 percent.

I think the carding of cars and the yard records, showing the position of cars in the yard, should be kept in the yardmaster's office and under his supervision. After an order is given make the yardmaster absolutely responsible for its execution. Conductor's switch lists in large terminal yards are of very little practical value. The agent has so many different instructions in regard to holding cars for disposition, change of routing, etc. The conductor may have a car listed to go to the Chicago Great Western, and the agent, when the car arrives, may have orders to give it to the Milwaukee, which would result in confusion. The best and only practical method is that of carding the cars, the information being taken from the billing and from the orders. The switch list may be found convenient in locating perishable and important freight in the train that you want to get hold of before the train could be carded. I also believe that a train should be carded before it is switched, except that there may be stock or perishable freight which it is desirable to get out before the train is carded. It ought not to take over thirty or forty minutes after arrival before the train is carded and ready to be switched. To undertake to switch a train first and

card it afterward the yard clerk would have to travel over every track in the yard.

I also believe in systematizing the work in a yard and having certain tracks assigned for cars moving in a certain direction, and keep them strictly for that class of business.

President: Where do yard clerks get their information when they are under the yardmaster?

Mr. Green: From the bills and orders given by the agent. At Fordham, Chicago, I put that system into effect. All grain in Chicago is held subject to inspection. Every afternoon at four o'clock a list of all cars held for disposition, including grain orders, was sent to the yard, disposition being given on them by the agent. The yard force, working under the direction of the general yardmaster, carded the cars. He had a complete list of his yard made up numerically, showing the location of each car. If he wanted to locate car 6960, for instance, he would look among the six thousands, and a glance would show that it was on track No. 9. The yard clerks would then card up the cars, and when they came back report to the assistant yardmaster that they had carded so many cars on such a track and so many on another, giving him an idea without traversing the yard where he could begin his work to the best advantage and save rehandling.

President: Mr. Kramer speaks of having a different track for every classification.

Mr. Green: You can't always do that, but a good yardmaster can tell what the situation is within thirty minutes after he gets into his yard in the morning, if he has the proper system.

President: My experience has been that the best results can be obtained when the yard clerks are under the agent and the yardmen attend strictly to the moving of freight after the cars are carded.

Mr. Stevenson: Don't you think a good yardmaster is broad enough to direct the yard clerks and the switchmen too?

President: He should engage himself with other duties.

Mr. Stevenson: Don't you think the character of the work performed by yard clerks affects the yardmaster more than it does the agent?

President: There may be times possibly when you get hold of a yard clerk who might not work to the interest of the yardmaster, but my experience is that it works more satisfactorily when the agent is held responsible for the marking of cars. One keeps a check on the other. The agent and his force keep a check on the yardmen, and if a car is not properly carded, making extra work for the yardmen, you hear about it.

Mr. Stevenson: I think the agent should handle all way-bills and the yardmaster should get instructions from him as to disposition of cars, but I don't see why the agent's responsibility should not cease when he gives that information and the responsibility for the yard clerks and yardmen rest entirely with the yardmaster.

Mr. Welch: On the M. K. & T. the agent has full charge of all yards. If we get after anybody it is the agent. The yardmaster is responsible to the agent. We have found it to work very nicely and it has been in vogue three or four years. We work from two to five engines at Parsons and six at Denison. It is the same over the whole system—all under the agent.

Mr. Starr: I will say for the Santa Fe that our yard clerks are responsible to the agent; switchmen, foremen, assistant yardmasters and yardmasters are responsible to the trainmaster, and he is responsible to the superintendent of terminals. I believe yard clerks should be responsible to the agent and way-bills pass directly to the agent without going through the yardmasters office.

Mr. Churchill: Our yard clerks are under the management and direction of the agent, subject, of course, to certain instructions from the yardmaster. At one time our yard clerk force was divided, part of the yard clerks being under the yardmaster and the other part under the agent, but we have gradually transferred them all to the station. We have found it very much more satisfactory; not that one department ever antago-

nized the other, but they keep a check on each other. The station furnishes the yard certain information, and they act on it. If they don't, it is checked up. If the information is not given, the yard has a check on the station.

Mr. Fish: Our yard clerks are directly under the yardmaster. Trains coming in, the bills are taken by the conductor to the freight office. While the train is being inspected a list is being made in the office, showing cars that are to weigh, cars to be held or cars that go direct to connections. This information is sent to the yard and the train switched accordingly. In the afternoon of each day cards for cars that are being held for disposition are made up in the freight office. The yard clerk gets them at a certain hour and goes through the yard and tacks them on the cars, giving the information to the yardmaster or assistant, and the cars are switched by those cards.

Mr. Sheehan: What has been the practice on the Burlington relative to appointing yardmasters? Do you appoint practical road and yardmen to the position of yardmaster, regardless of their knowledge of train dispatching or agent's duties, or vice versa, and what has been your success?

Mr. Fish: I can speak only so far as Kansas City is concerned. Our general yardmaster is a good, practical switchman, and he has had considerable train experience, but I can't speak very highly for his office ability. He hates to write a letter worse than anybody, but, so far as handling yard work and trains is concerned, we think he is just as effective as though he had greater office experience. He keeps track of the cars in the yard, makes up trains and looks after the making up of the different transfers, and does fairly well with the office part of the work.

Mr. Sheehan: Do you consider that if he had a practical knowledge of office work and station work it would be of assistance to him as a yardmaster?

Mr. Fish: I have no doubt it would be of assistance.

Mr. Starr: I would like to ask Mr. Fish if he considers that, with a knowledge of train dispatching and station work,

the yardmaster he has would be any more effective as a yardmaster than he now is.

Mr. Fish: No, I don't think he would.

Mr. Starr: The Santa Fe pick out the best, brightest and most intelligent foremen or switchmen and make assistant yardmasters out of them, and from assistants into yardmasters. In Kansas City terminals there is no general yardmaster, the trainmaster being practically general yardmaster, the yardmasters in the different yards reporting to him.

Mr. Palmer: Our seal clerks and yard clerks are under the jurisdiction of the agent. The yardmaster is appointed by the superintendent and receives information in regard to the movement of cars from the agent, otherwise he is independent. The switching is done from switch lists furnished by conductors on arrival. If any cars are changed it is usually known before the train arrives, and that information is furnished to the yardmaster so the change can be made on the switch list. We have always been very particular with our conductors in regard to having the switch lists made out correctly.

President: Do you think it necessary for a successful yardmaster to have been an agent or train dispatcher, or is better for having been one?

Mr. Palmer: Undoubtedly, provided he has been brought up in the line of handling cars and has had experience as a conductor or foreman. We have some pretty good trick dispatchers, but I don't think one of them could handle a yard twenty-four hours until he had had experience in that line. If a man is brought up in an office and has had nothing but office duties to perform he is not competent to handle a yard.

Mr. Blair: I would like to ask Mr. Palmer, or some of the others whose agents handle the yard clerks, who does the calling of crews, the taking of seal records and any clerical work, such as yardmaster's clerk, keeping the time, etc.

Mr. Palmer: The time slips are made out each day and forwarded to the timekeeper, and the time is kept just the same as trainmen's time. The caller is separate and distinct, and is

employed for that purpose and nothing else. The seal record is directly under the agent and is taken by men for that purpose.

Mr. Starr: For the Santa Fe I will say that callers are under the trainmaster and do nothing but call. The sealers are under the agent and do nothing else but take seals. The time slips are made out by engine foremen, O. K.'d by the yardmaster, approved by the trainmaster and sent to the superintendent of terminals' office, where the time is kept.

Mr. Green: For the benefit of those who have given this subject thought I will relate an experience I had in the Northern Pacific yard at Tacoma.

Their passenger trains, in going from Pacific Avenue through to the wharf, were consuming anywhere from thirty minutes to three hours, and everything was completely blocked. The assistant general manager asked me to take the yard. I went down and looked it over. They had a very limited amount of room, and I saw that the yardmaster was simply a messenger boy, and that the agent, the chief dispatcher, superintendent, traffic manager and the general manager's chief clerk were all running that yard.

I went up to the office and the assistant general manager asked me what I thought of it. I said it was a pretty bad mess and I couldn't see any way to straighten it out under the system in effect. He asked me what I would suggest. I said I would suggest that the yard be taken out of the hands of the agent and chief dispatcher and let the yardmaster report to the superintendent. There was considerable objection raised, but I told him I would not take the yard unless it was done. After considerable argument he did as I desired and placed the yard in my hands.

I found cars in that yard that had been there billed out for three months, but they had not been able to get them out. It was as bad a condition of affairs as I ever saw in my life. The agent, as fast as a man came down and paid the freight on a car, would send out an order to place the car on the team track

at Pacific Avenue at once. The yardmaster had been trying to comply with the agent's instructions, and of course he had fallen down. The chief dispatcher would want a car of logs moved, and he would go down and take a switch engine and go galloping off with them. The traffic manager would want something, and it would take another engine to execute his orders. I had to take heroic measures and had a little "set-to" with the chief dispatcher before I got things to moving my way.

The first thing I did was to tell the agent that cars ready for movement by ten o'clock in the morning to notify patrons would be on the team track by one o'clock, and when the freight was paid after ten o'clock not to give the orders until night, that we would make two movements from the yard to Pacific Avenue per day and no more. There was some opposition to that, but I simply held my ground and insisted that it be done, and it went. There wasn't a passenger train delayed, traffic moved instead of being blocked in the yard and everybody was satisfied with the way business was handled.

I have had several experiences of that kind in handling yards under an agent and as yardmaster, and if I was directed to take a yard under an agent I should say no, for I know that I could not do myself or the company justice.

President: I agree with Mr. Green that the station and yard should be separate, and that both the agent and general yardmaster should report to the superintendent, but I believe it is preferable for the agent to have charge of the yard clerks, because all the information concerning cars, telegrams coming before the arrival of cars, telephone messages from patrons, etc., all come to the agent first, and he is giving the information out to the yard.

I would like to ask Mr. Isitt, who has been agent of the Missouri Pacific for a great many years, what his ideas are on that question.

Mr. Isitt: My opinion is that it is largely a question of who the agent is and who the yardmaster is. If the agent hasn't knowledge enough and is not broad enough to sympa-

thize with the yardmaster, he isn't fit to have charge of yard clerks, and I don't think he is fit to have charge of a station. And an agent, as has been illustrated here, who allows cars to accumulate for three months, he is the man that needs looking after.

I am of the opinion that better results can be obtained by the way we have the responsibility divided now. I know that at one time, a good many years ago, but not too far back for me to remember, the yard clerks were under the yardmaster, and the result was that their sympathies were entirely with the yard force. Unfortunately many yardmen when they make mistakes have a faculty of covering them up. It was not a question of blocking the terminals, but it was injuring the patrons of the road. I think often that a good deal of the trials of an agent's position are due to his being looked upon as too much of a traffic representative, while, as a matter of fact, he is the connecting link between the different departments of the road. Unless he has some sort of control over the movement of cars in the yard, I don't see how he can be held responsible if anything goes wrong.

Again, when the public is in trouble and want any assistance—some special movement of a car—they are acquainted with the agent and accustomed to call on him and tell him their troubles, and without telling them he will do just so and so he should frame his reply in such a way as to satisfy them; but if he realized that the inquiry had to be simply transmitted to the yardmaster he would be afraid to attempt to give any satisfactory answer to the patron.

Another thing, I can't understand on what theory the yardmaster should have control of the car records. I don't know that I ever heard of a yardmaster being called into court to give evidence as to car records or movements of cars. Usually everybody communicates with the agent.

There is another reason that seems to me to be important why yard clerks should be under the control of the agent, and that is that, being out in the yard more or less, and instructed

to keep a watch on the movement of cars, they are responsible for seeing that no delay takes place, and therefore, if the yardmaster or his men overlook an order there is a policeman right there.

We have been under the present system probably fourteen years, and there has never been, you might say, any friction. The yardmaster is not instructed to do anything impossible. If at any time the condition of the yard is such that he can not get around to his work as quickly as usually we may not for the moment be able to see that, but speak to him and get an understanding of it and all mistakes are prevented.

Mr. Sheehan: I would like to ask Mr. Isitt if he does not consider that it would be quite a relief to the agent if he knew that his responsibility ended when he placed the orders with the yard.

Mr. Isitt: It is no relief because the agent would continue to receive inquiries, and if he values his peace of mind he wants to be able to follow the thing right through.

I don't think that it is a good practice to give orders at stated times in the day. I believe it is better to give the yardmaster the information all through the day. Of course the agent would not dictate to the yardmaster when the move is to be made, but card the car up, give an order on it telling exactly where the car is, and many times he would be able to get the car out when switching the track, whereas, if the order is held back three or four hours it causes him to switch the track again.

Mr. Stevenson: We have a certain time to pull our hold track; for instance, we say to the agent any orders received after eleven o'clock today we won't pull the cars from the hold track, provided we have pulled it. Of course, if for any reason we should not be able to pull the track until one o'clock, he would understand that the cars would be taken out.

Unless you do that you would not be able to handle a large volume of business with any economy.

Mr. W. S. Carson: At the St. Louis terminals, where I worked for a number of years, it is different from anything we

have in this country. We had no trains to make up, simply doing switching for twelve or fifteen different roads. A switch list with a string of cars there would be of no benefit whatever. I believe, however, that the best success can be obtained by having yard clerks directly under the yardmaster. While it is true that at St. Louis they are under the agent, at the same time the general yardmaster ranks the agent, and he practically reports to the general yardmaster.

In reference to pulling tracks, to handle terminals successfully you must have stated times for handling certain classes of freight. The plan to handle certain business once a day, with any time you may decide on after business hours in the morning to discontinue giving orders for that day's business, is a good one and should be carried out.

Economy in handling freight should, of course, be taken into consideration, but frequently too much economy can be exercised to the detriment of the lines you are doing work for.

I think Mr. Green's ideas are about as near mine as I could express them in handling intermediate terminals or those of a trunk line.

Mr. Edgecomb: I have had five years' experience in Dayton, Ohio, six in Cincinnati and twelve at Kansas City, with large terminals at each point. In the majority the yard clerks were under the agent, but my experience has been that I would always be very glad to get rid of them and throw them onto any department, so far as I am concerned, because their work, errors, etc., cause the local agent as much grief as any part of station work. There are probably more explanations to be made on account of errors occurring in that department than any other, therefore it would be a pleasure to get rid of the yard clerks. However, I hardly see how it could be done at points where a large number of cars are moved for revenue, such as Kansas City. The records of the yard clerks in that case all belong to the local office, and the revenue derived from that source is so great that it becomes an important part of our station work and records. It must be checked up daily to see

that proper revenue has been assessed. Our yard clerks are also seal takers, and as the seal record belongs to the local office, you could not well separate the two records.

In order to answer patrons' inquiries and give them prompt information the yard clerks' work and records would necessarily have to be kept in the local office. My opinion is that for the interests of the company the yard clerks are best placed when on the station rolls.

Mr. Welch: I would like to ask Mr. Edgecomb if nine tenths of the correspondence referring to cars would not eventually come through his office anyhow, even if the yardmaster did have charge of the yard clerks.

Mr. Edgecomb: Yes, it would, especially where the complaint originated with a patron.

Mr. Rider: I don't see that it makes any great difference who the yard clerks work for so long as they all pull together and get the work done. In some yards it will work successfully under the agent, and in some under the yardmaster. If everybody is working to the best interests of the company there is no reason why they could not get along under either system.

I don't think it is necessary for a man to be an agent or a train dispatcher to be a yardmaster, but if he is an agent or dispatcher and a good yardmaster too, so much the better. It don't hurt a man to have that knowledge, but it don't necessarily follow that because he hasn't that knowledge he isn't a good yardmaster. Of course we all understand that knowledge is power, and the more a man knows about all departments the better it is for the company. Half the trouble in yards is caused by the men not working together. If the yardmen don't work together they can't get the work done.

Mr. Laughlin: Our agent and yardmasters work in conjunction. Yard clerks are under the jurisdiction of the agent.

In the selection of material for yardmasters we like to pick out men who have had experience in yard and train service, who are able to keep everybody moving and working econom-

ically. The situation of the yard at Moberly is somewhat different from that at Kansas City, so that the duties of the yardmaster at one point will be different from those at the other. At this end we have very few hold cars, nearly everything going to connecting lines and to team tracks.

Our seal records and yard clerk service are under the jurisdiction of the agent.

Mr. Welch: Going back to yardmasters, we make it a rule to pick yardmasters from our old switchmen, and we have had a good deal of trouble. Whenever anything would happen the men would all tell the same story, no matter what it was. I made up my mind that if I ever got a chance I would work a little different scheme. I had a chief clerk who had got out of the office and was out of a job. I knew that when he was in the office he had handled the correspondence and had a good general idea of the working of a yard. I put him to work as yard clerk. I kept my eye on him, and after six or eight months, once in a while when the yardmaster would lay off for a few days, I would let him run the yard. Soon after that a change was made and I gave him the yard. That has been over three years and he is there yet. He has never switched a day in his life, and, of course, if he was called on to make up a train in a hurry he might not do it quite as quick as a more experienced yardmaster, but he has the best records and is the best all-round yardmaster we ever had. Whenever there is any trouble he tells a straight story and he makes the men do their duty.

Mr. Green: The compiling of reports for the car accountant can just as well or better be controlled by the yardmaster than by the agent, and he certainly can get better results, so far as the company is concerned, by having the yard clerks under his immediate eye. The company is only looking for results and the disposition all over is towards centralizing and consolidating the different departments, to bring about results, economy, etc. The car accountant's office, strictly speaking, refers particularly to traffic, while it is directly connected with trans-

Portation; the agent's office, of course, is part traffic and part transportation, and there is a good deal that can be said from both sides that is worthy of thought and study; but, as I stated before, my practical experience of a good many years has shown that the best results can be gotten by placing the yard clerks and yard force under the yardmaster.

Mr. Rider: I can't say that I agree with Mr. Green altogether. I have had experience both ways and have seen just as good results where the yard clerks were under the agent.

I think I can see where Mr. Kramer gets his idea of making yardmasters out of agents and train dispatchers—for the same reason that Mr. Welch referred to in his statement regarding the chief clerk—it is simply that the majority of switchmen placed in charge of a yard fail to realize the responsibility of the position. When anything goes wrong and you take the matter up with a switchman he refuses to see any responsibility. That is the reason that an office man or train man—a man who has realized the responsibility—makes a better yardmaster than an ordinary switchman. That is the rule; of course there are a great many exceptions.

President: We should pick out the men of exceptional intelligence. Yardmasters should not be made of "ordinary" switchmen.

Mr. Rider: I think you will find the same trouble with regard to engine foremen—getting them to realize the responsibility of running a crew. If any trouble comes up they all make the same statement, and you can't get the information you want.

Mr. Wright: It seems to me that there is a misunderstanding between some of the gentlemen who have been discussing this question with regard to what is meant by "terminals." I don't think, for instance, that our terminal at Kansas City can be compared with the yard at Tacoma, as spoken of, and what might be proper for one would not work with the other. The yardmaster at Tacoma is practically superintendent of terminals, I should judge, and he certainly should have control of all of

his force, and perhaps yard clerks also, but in a terminal like ours at Kansas City, where we only work three or four engines, I think the yard should be in charge of the agent, so far as clerks are concerned and the handling of orders for cars to be moved. Our yardmaster is under the supervision of the agent, and we have never had any trouble to speak of. I don't know what the practice is at terminals like ours in Chicago and Milwaukee, but those places are in charge of a superintendent of terminals.

Mr. Rider: Another important reason why the yard clerks should be under the agent is that car service has become the source of considerable revenue, for which the agent is held responsible, and much of the information used in assessing car service must come from the yard clerks.

Mr. Green: In Chicago they have a demurrage clerk.

Mr. Isitt: There is one point which I do not think has been fully covered as yet, and that is in regard to yard clerks keeping an eye on the movement of cars after orders have been issued.

A statement each morning showing cars left over is very well, so far as preventing delays of more than a day is concerned, but suppose orders had been issued and the yardmaster had delayed moving cars that should have gone to connecting lines in the night transfer. It is not the occasional big delay that puts the company in bad repute, but it is these persistent little delays that get the road into a whole lot of trouble and the mischief is done before anybody knows about it. But if the yard clerks are interested in seeing that cars move they will report these delays and they can be taken up and corrected at once without waiting for complaints. That is where the value of this system comes in.

Mr. Blair: I will say for the Rock Island that we have three yard clerks under the jurisdiction of the yardmaster, at an expense of a hundred and fifty dollars a month all told, and they do all the calling, sealing, checking out of trains, the general yardmaster's clerical work and everything else that they are called on to do. We have eight regular freight trains per day

west and the same number of arrivals. We are working five switch engines days, one half day and half night, and one night.

President: Is there any further discussion on this subject today, or is it desired to carry it over for further discussion? As I stated before, the Committee appointed to consider this matter decided not to make a written report, but to present our views individually.

Mr. Starr: I move that the report of the Committee be accepted and the Committee discharged.

Carried.

New Business.

President: Has anyone anything to offer under the head of new business?

Mr. Isitt: As Chairman of the Revision Committee of the Local Agents' Association to revise the switchbook, I will say that we would like to get authority to have the new book gotten out as at present revised. I think that some months ago, or probably a year ago, we did get authority to have the book reprinted, but circumstances came up then which made it undesirable to get the book out at that time, as there were several new roads planning to come into Kansas City, and after having made the revision it was thought best to let it go over until the Frisco and Grand Island and others got established here, so that we would know what rates would be effective, and thus save additional expense in getting out another book. The book is now practically ready for the printers, and we would like to get the authority confirmed. There have been no bids received on the work yet, but I think the last time we were authorized to expend not more than one hundred dollars. I think the book cost about eighty-five dollars. I haven't the exact figures, but it was somewhere near that. I wish to say that, owing to agreements that have been recently entered into restricting the absorption of switching, this book is going to be of considerable more value than any before, because the local Committee here will probably adopt it as a basis upon which to work, and they

are all anxious for it, and we would like to get it out as early as it can conveniently be done.

President: What is your pleasure regarding the switch-book?

Mr. Starr: As one of a Committee appointed at the last local agents' meeting to wait upon Mr. Rider with reference to objections which he had to certain rates being inserted in that book and which he finally withdrew, I think that before the authority is given for this expense that the question should be submitted to the higher traffic officials of the roads interested in order that authority may be received from them that this book is not to be considered and was not compiled as a tariff in any sense, but simply for the information of the lines interested, and therefore to be restricted absolutely to the use of the different railroad lines in Kansas City, and under no circumstances allowed to be in the hands of the shippers. I will therefore offer a motion that action be deferred until such authority is obtained.

Mr. Laughlin: I second the motion.

President: Are you ready for the question?

Mr. Isitt: The only objection I have is that it will delay the publication of the book thirty to sixty days, which is not desirable. I think the authority might be given in such a way as to require the local agents to get the consent of their traffic officials before proceeding with the book.

President: You have heard Mr. Starr's motion. All in favor say aye; contrary, no; carried.

There being no further business, the meeting adjourned.

Next regular meeting June 14.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, May 10, 1899.

In the absence of the President and Vice-President, Mr. Bushrod W. Taylor was chosen chairman pro tem, and called the meeting to order at 10:25 a. m.

The following roads were represented:

B. & O. S-W. Ry.....	MR. E. M. GORDON.
C. & O. Ry.....	*MR. H. B. SPENCER.
C. C. C. & St. L. Ry.....	*MR. H. B. SPENCER.
C. I. & L. Ry.....	MR. W. H. NEWMAN.
“	MR. B. O'BANNON.
I. C. R. R.	MR. H. J. SCHEUING.
“	MR. E. F. STOVALL.
L. & N. R. R.	MR. J. B. ARBEGUST.
L. E. & St. L. Ry.....	MR. E. HOLBROOK.
L. H. & St. L. Ry.....	(Not represented.)
P. C. C. & St. L. Ry.....	MR. B. W. TAYLOR.
Southern Ry.	MR. H. B. SPENCER.

* Proxy.

On motion the reading of the minutes of the previous meeting was dispensed with.

The Chair: The next order of business is unfinished business. Under that head, Mr. Secretary, you have memorandum of a letter from the Local Freight Agents' Association.

The Secretary: Mr. Chairman, the resolution regarding the letter of the Local Freight Agents is: "That the Secretary be authorized to communicate with the three lines not voting, and be prepared to announce the vote of all lines at the next meeting. If the reply from the absent roads be in conformity with the vote of this meeting, that the recommendation be carried into effect, as per the original resolution. If, on the contrary, the vote be against such action, let the Secretary report at the next meeting." I will state that at the last meeting all roads were represented with the exception of the Air Line and Southern, the L. & N. not voting.

The Chair: I may explain, for the benefit of some members not present at the last meeting, that this subject comes up in connection with the general subject of furnishing labor to load freight at stations. The recommendation of the Association at its last meeting was that the practice be discontinued. The total membership not being represented, it was necessary to take a letter ballot, and it is in connection with the vote that the Secretary makes report. I think it essential to an understanding of the situation that we have the tenor of these replies.

The Secretary then read the resolution from the letter of the Local Freight Agents as follows: "Resolved, That it is the sense of this Committee that all carload freight loaded into cars from wagons shall be loaded at the expense of shippers, and that the railroad companies shall not participate in such expense. Also that the local agents be instructed accordingly," and also the following letters:

April 14, 1899.

Mr. J. C. Loomis,
Secretary.

Dear Sir: Referring to your letter as of April 13, enclosing copy of a letter from the Local Freight Agents at Louisville. I beg to advise that the superintendent is in the west and will not return until about the last of this month, when he will give the matter his personal attention.

Yours truly,

(Signed) E. HOLBROOK,
Superintendent.

April 21, 1899.

Mr. J. C. Loomis,

Dear Sir: Referring further to your letter of April 13, requesting that I vote by letter on the proposition of enforcing the rule that no labor will be furnished for loading on team tracks. I prefer not to vote on this matter until the L. & N. acts.

Yours truly,

(Signed) H. B. SPENCER,
Superintendent.

May 7, 1899.

Mr. J. C. Loomis.

Furnishing Labor to Load Carload Freight.

Dear Sir: Your letter of May 1. As I understand it, it is the intention of the resolution to include *unloading*, as well as *loading*, of freight. If that is the case then the resolution should read so. Before our road can vote intelligently I will have to place the matter before our management in such language as will cover what is intended. After the resolution has been placed in the correct form please submit it, and I will take the matter up further with our management.

Yours truly,

(Signed) C. J. KLEIN,
Superintendent.

May 9, 1899.

Mr. C. J. Klein,
Superintendent L. & N. R. R.,
City.

Dear Sir: I beg to acknowledge receipt of your favor under date of the 7th, and respectfully call your attention to the letter of the Committee of the Local Freight Agents' Association, which is published in the April proceedings of the minutes. You will find this resolution only includes freight being loaded into cars from wagons. If it means anything else than contained in this letter and resolution, I am not aware of it. Do you wish me to refer your letter to the Committee who drafted this letter for their explanation or interpretation of said letter? If so, I will be glad to do it.

Yours truly,
(Signed) J. C. LOOMIS.

The Chair: It appears that the question is in the same position it was at the last meeting. The Chair will entertain any suggestion looking to the furtherance of the business in hand.

Mr. Spencer: I would like to state our position in regard to this subject. The local agents put this rule into effect about two or three months ago, and the result of it was that the soliciting agents of our competitors immediately began to solicit business, saying they could not furnish labor to load, but they would load it across the platform. This placed us under a handicap, as our platform is not large. If we are going into this agreement I think it should be put in the agreement that carload shipments should not be loaded in the house or across the platform. The line in particular doing this soliciting was the I. C. I think if the agents take the matter in hand and rigidly enforce the rules we can carry it into effect, but it will take the cooperation of all lines concerned.

Mr. Stovall: In regard to Mr. Spencer's remarks, I want to say that I think he is entirely mistaken in regard to the I. C.

soliciting business on these grounds. I have been agent in Louisville since last August, and we never loaded a car across the platform until I saw the Southern loading a car in the yard. After seeing the Southern loading the car I personally instructed then to load one car. As far as the I. C. is concerned, we are anxious to live up to the rule.

Mr. Scheuing: I move the appointment of a Committee to draft a set of rules to govern the practice of handling freight in question, said Committee to report with recommendations.

This resolution was duly seconded and carried.

The Chair appointed the following Committee: Mr. Holbrook, Mr. Klein and Mr. Spencer.

The Chair: The next subject is "Loading Cars beyond Marked Capacity."

The Secretary: The Secretary being instructed to write to the different members and learn of them their present practice and recommendations, I have to advise that this has been done. I have answers from all superintendents, with the exception of Mr. Holbrook. The replies indicate that all roads, with the exception of the I. C., comply with the American Railway Association rules.

The Secretary then read the following letter from Mr. Harahan:

April 18, 1899.

Mr. J. C. Loomis,
Secretary-Treasurer.

Dear Sir: Replying to your letter of the 13th, in regard to the practice and recommendations in regard to the loading of cars beyond marked capacity. Our general superintendent issued a circular September 10, 1893, to all concerned, in which the following instructions were given:

"Cars of stenciled capacity 40,000 to 60,000 lbs., 4,000 lbs.

"Cars of stenciled capacity under 40,000 lbs., 10 percent."

This is our general practice, and I believe it is in conformity with the recommendations of the American Railway Associa-

tion, and I believe it is a good practice. Of course, under ~~the~~ circular of our general superintendent, we are required to ~~work~~ according to this.

Yours truly,

(Signed) W. J. HARAHAN,
Superintendent.

The Secretary then read the following extract from a letter from Mr. Fetter which had originally brought up this subject: "Is it feasible for all lines to adopt uniform rules relative to permitting the loading of cars beyond marked capacity? Would it not be to the interests of all concerned to accept the American Railway Association rules for all lines, and permit 10 percent to be loaded?"

The Chair: In conformity with your action at the last meeting, we have received replies from all members, with the exception of the Air Line. This correspondence indicates that the existing general practice is in conformity with the rules of the American Railway Association. (The Chair here read the above questions and continued:) These questions are before you for consideration.

Mr. Scheuing: I think that, as the circular letter from the general superintendent of our road is so old, it would be well to refer it to him, as he might wish to change it. I believe it would be well to lay it over and have Mr. Harahan ask him.

The Chair: Will we not obtain the same result by stating by resolution at this meeting what, in our opinion, is good practice, and recommending the same be carried into effect?

Mr. Scheuing: I move that a resolution to that effect be adopted.

The Chair then stated the following resolution: "Be it resolved that it is the sense of this Association that it is feasible for all lines in this Association to adopt uniform rules permitting the loading of cars beyond marked capacity; that so to do will be to the interest of all concerned, and that to this end we recommend the acceptance of the American Railway Association rules, permitting 10 percent excess."

The motion was seconded and carried.

The Chair: If there is no further unfinished business we will pass to the next order of business, reading of correspondence.

The Secretary: I have none.

The Chair: As there is no correspondence, we will pass to the next order of business, report of Committees. According to the memorandum furnished the Chair, the first report is a report on switching cars.

Mr. Scheuing: Mr. Harahan was unable to be present and asked me to represent him. The majority of this Committee, Mr. Harahan and Mr. Spencer, make the following report:

May 8, 1899.

Mr. J. C. Loomis,
Secretary.

Dear Sir: The Committee, appointed on March 8, 1899, for investigation of the rules proposed by Mr. M. L. Akers in regard to handling switch cars within the switching limits of Louisville, beg to submit the following report of the majority, consisting of Mr. Harahan and Mr. Spencer:

That Rule No. 1 be amended as follows: Change clause "B" to read "Where the cars are owned or operated by a road having its own line into Louisville such cars may be returned directly to the owners, with their consent or to the delivering line."

Add clause "C," "That cars delivered to the public elevator shall be under the control of that company, and that the responsibility of returning the cars rests with them."

Rule No. 2. That the rule be changed to read "by the road receiving," instead of "the road delivering."

Rule No. 3. A majority of the Committee recommend that, since the minority has taken position, this rule be stricken out.

Rule No. 4. That it be allowed to remain.

That Rule No. 5, namely, the initials of the cars should be proof of ownership, be adopted. That the list of transferable commodities be eliminated on account of the various lines hav-

ing different rules as to what constitutes transferable commodities, this question to be left entirely with the lines interested.

The minority report of Mr. Klein is submitted herewith.

Yours truly,

(Signed) W. J. HARAHAN,

Per H. J. S.

Chairman of Committee.

The minority report is stated in a letter from Mr. Klein, as follows:

May 8, 1899.

Mr. W. J. Harahan,

Chairman Special Committee on Switching Rules.

Dear Sir: The resolution affecting this matter, as I understand it, simply covers what all lines in Louisville are doing, especially ours. Therefore it seems to me that there is no reason for a conference on the subject.

At any rate, I am authorized to say that before we are willing to give the matter consideration we must have every assurance that connections on our system south, particularly at Memphis, Tennessee, will afford us the same treatment expected at this point.

Yours truly,

(Signed) C. J. KLEIN,
Superintendent.

(NOTE.—For original rules, presented by Mr. Akers, see March proceedings.)

Perhaps Mr. Arbegust can explain what is meant by that.

Mr. Arbegust: No, I have no explanation to make, further than the letter reads.

The Chair: You have heard the report of your Committee. It strikes me that the subject is one of considerable importance. If the report of the Committee is to be accepted at this meeting, I think the recommendations should be considered in detail. If in your judgment it is desirable that the report be acted upon at some future meeting, then the report may be accepted and the Secretary instructed to take a letter ballot.

Mr. Newman: It looks like the proper way to consider it is section by section, and inasmuch as certain members are not ready to vote, I think the only way to do is to submit a copy to all lines and let them vote by letter to the Secretary.

Upon motion the report was accepted and the Secretary instructed to secure a letter ballot of all roads on each section.

The Chair: The next report is to be presented by me. Therefore I ask that Mr. Holbrook preside while the report is under consideration.

Mr. Taylor: Having to submit both a minority and a majority report, I elect to submit first the minority report, the same being contained in the following communication:

May 8, 1899.

Mr. B. W. Taylor,

Chairman Special Committee.

Dear Sir: Referring to Mr. Loomis' letter of April 13, copy of which please find enclosed, affecting appointment of special Committee to formulate recommendations to the car service association, with reference to the abolition of the practice of furnishing storage for freight unloaded in freight houses.

As already stated in the last meeting, the L. & N. R. R. is not in favor of this resolution, and will not agree to place such a matter in the hands of the car service association, nor will we enter into any agreement on this subject with reference to or affecting our freight houses.

I send a copy of this letter to Mr. Akers, the other member of the special Committee; also copy to Mr. Loomis.

Yours truly,

(Signed) C. J. KLEIN,
Superintendent.

After receiving this communication the other members of this Committee had a meeting and determined on the following report:

May 9, 1899.

The Central Association of Railroad Officers,
Louisville, Kentucky.

Gentlemen: In compliance with the instructions of the Association, as set forth in the following resolution, "Appointment of a special Committee to formulate recommendations to the car service association for the abolition of the practice of furnishing free storage for freight unloaded in freight houses," your Committee beg to report as follows:

1st. The existing practice of permitting unlimited free storage of freight in freight houses is bad in effect, is in violation of the laws appertaining and the ruling of the Interstate Commerce Commission, as set forth in the following order:

Present.		At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 8th day of February, A. D. 1898.
Martin A. Knapp,	} Commissioners.	
Chairman,		
Judson C. Clements,		
James D. Yeomans,		
Charles A. Prouty,		

**In the Matter of the Form and Contents of Rate Schedules as
Related to Free Storage.**

The Commission, having under consideration the facts developed upon the hearing of the case of the American Warehousemen's Association vs. the Illinois Central Railroad Company, et al., from which it appears that carriers are very generally in the habit of giving free storage to particular shippers, while the public is made to understand that such privileges will not be allowed; and that this practice may and does result in discrimination in favor of such particular shippers; and it ap-

Arriving from such consideration of those facts that, in accordance with the conclusions stated in the opinion of the Commission in that case, a general order should be made in reference hereto:

IT IS ORDERED, That all carriers subject to the act shall plainly indicate upon the schedules published and filed with the Commission under the provisions of the sixth section and the orders of the Commission heretofore made in pursuance of that section, what storage in stations, warehouses or cars will be permitted, stating the length of time, the character of the storage, the services rendered in connection therewith, and all the terms and conditions upon which the same will be granted.

IT IS FURTHER ORDERED, That this order shall take effect April 1, 1898, and that from and after that date all carriers shall cease and desist from granting storage which is not necessary and ordinary part of receiving and delivering freight, unless the same is specified in their schedules as aforesaid.

A true copy.

(Signed) EDW. A. MOSELERFIN,

SEAL.]

Secretary.

2d. That the authority of this Association being dependent upon unanimous concurrence, and it being evident to your Committee that such unanimity of opinion can not be obtained, then your Committee estopped from recommending that action on the part of this Association that, in its opinion, is demanded to abolish the practice in question.

Feeling that some reform may be compassed, it recommends to the Association the following:

That the car service association be given jurisdiction over freight unloaded in freight houses, and that said Association be requested to formulate such rules as shall abate the nuisance of affording unlimited free storage.

To this end each member of this Association who can consistently subscribe to this recommendation should so do, thus obligating itself to an adherence of those rules and that practice necessary to the accomplishment of the desired result.

In submitting this report and these recommendations, it is regarded as pertinent to state that, in the opinion of the majority of this Committee the practice now appertaining works detri-

ment to the general business of the community, unjust discrimination to the patrons of the several roads, and useless and needless expense to the companies interested in the transaction of the business of this community.

Very respectfully,

(Signed) BUSHROD W. TAYLOR,
Chairman,

M. L. AKERS,

W. J. HARAHAH.

Mr. Taylor: Mr. Chairman, I move the adoption of this report.

Mr. Newman: I second the motion.

The Chair: You have heard the motion. Are you ready for the question?

Mr. Spencer: The position of the Southern in regard to this I can not state, and am not prepared to vote. The fact that the L. & N. is holding out will prevent my voting today.

Mr. Scheuing: The I. C. is very much in favor of the adoption of this reform, and would like to have all roads concur. We are willing to agree, if necessary, to allow freight to be held five days, and then have it stored at the expense of the consignee, which, I think, is a fair proposition to all.

Mr. Newman: This is a car service matter, is it not?

Mr. Taylor: It is in other cities, but we do not seem able to get hold of it here.

Mr. Newman: Do I understand we will now vote on the question of referring the report of the majority of the Committee to the car service association, recommending that they take action as suggested in the majority report?

The Chair: As I understand it, the adoption of the report puts the matter into the hands of the car service association.

Mr. Taylor: That was my intention (reading from report) "That the car service association be given jurisdiction over freight unloaded in freight houses, and that said association be

requested to formulate such rules as shall abate the nuisance of affording unlimited free storage."

Mr. Newman: I think the vote on that should be taken by roads.

The vote was then taken by roads, and resulted as follows:

B. & O. S-W., Aye; C. & O., Aye; C. C. C. & St. L., Aye; C. I. & L., Aye; I. C., Aye; L. & N., Nay; L. E. & St. L., Aye; P. C. C. & St. L., Aye; Southern, Aye.

There being no further business the meeting adjourned at 1:25 a. m.

W. H. TAYLOR,
President *pro tem*.

J. C. LOOMIS,
Sec'y-Treas.

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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JUNE.

iE.

1	COMMUNICATIONS	
5	CINCINNATI DIVISION	June 13th.
5	INDIANAPOLIS DIVISION	June 5th.
7	COLUMBUS DIVISION	June 14th.
3	TOLEDO DIVISION	
1	PEORIA DIVISION	
1	ST. LOUIS DIVISION	June 9th.
1	KANSAS CITY DIVISION	June 14th.
1	LOUISVILLE DIVISION	June 14th.



1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

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M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

W. G. BESLER, Chairman.
M. S. CONNORS. C. E. CARSON. F. L. TOMPKIN
R. B. TURNER. T. F. WHITTELEY. J. W. RILEY.

DIVISIONS.

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J. W. RILEY.....	".....	Indianapolis "
WM. QUINN.....	".....	Columbus "
A. H. SMITH.....	".....	Toledo "
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A. T. PERKINS.....	".....	St. Louis "
C. E. CARSON.....	".....	Kansas City "
A. M. McCracken.....	".....	Louisville "
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A. A. ZION.....	".....	Indianapolis "
J. H. GLOVER.....	".....	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
H. P. GREENOUGH.....	".....	Peoria "
EDWARD DUNLOP.....	".....	St. Louis "
J. W. STARR.....	".....	Kansas City "
W. J. HARAHAN.....	".....	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
B. H. GARRIGUES.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "
O. G. FETTER.....	Treasurer.....	Cincinnati Division
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "

COMMUNICATIONS.

Beardstown, Illinois, June 10, 1899.

To the Officers and Members of the Central Association of Railroad Officers:

With our June proceedings we conclude our regular year's work, and whatever profit there has been to the members of this Association has been in direct proportion to the energy and interest they have displayed in the matter of their monthly Division meetings. Our institution is a home talent affair, and only as good as the actors and participants in it make it or allow it to be.

It is earnestly desired that at our coming Annual Meeting we secure as large a representation from each Division as possible. As has already been shown, a single night's ride will enable members from all Divisions to reach St. Louis, and the program prepared by the Local Committee on Arrangements at St. Louis will insure ample entertainment and returns to those who attend. Special arrangements are being provided for the entertainment of the families of our members, and we hope you will make it a point to bring them.

Finally, if members will begin now to make it a part of their plans to be in attendance, it is more than probable that every member can be on hand for that meeting. Let each Division make an extra effort in this direction to see what they can do in the way of bringing out a good representation.

It should be borne in mind that each Division should select some person who will cast its ballot for the election of officers

at the Annual Meeting. The Rules of Order, as changed now, provide that each Division cast one vote for election of officers.

We present in this issue the last of the series of papers prepared by Mr. W. M. Prall on the subject "Bunching of Cars," and your attention is again invited to the same.

Yours truly,

W. G. BESLER,
President.

Bunching of Cars—Conclusion.

BY W. M. PRALL, MANAGER CENTRAL CAR SERVICE ASS'N.

Proper service is entirely dependent upon the prearranged procedure on the part of all the railroads in interest in the fulfillment of the individual contract for carriage, and car service associations were organized when conditions became burdensome, owing to the bunching of freight at large terminals.

The two principal causes for bunching are:

First. The failure of the consignee to arrange for the immediate receipt of their freights.

Second. Inefficient regulations on the part of the various railroads for the proper continuation of service on through freights.

The courts have defined many of the obligations of the shippers and carriers, basing their decisions on the common law and sustaining the carrier in all reasonable regulations and in the application of a reasonable penalty where the car is detained beyond a reasonable time by the failure of the consignee to remove the lading and complete the contract.

Probably there is not an officer in the ranks of the railroad brotherhood, nor is there a member in the various exchanges or commercial bodies of the country, who doubts the necessity for an organization that will attain regularity in car movement.

The only question is as to the method, the authority and the proper limitations necessary to move the car in the shortest time to place for unloading.

In my opinion the regulations that are necessary are:

First. Upon arrival of the car, in addition to the proper registration of its receipt, the agent should prepare a record book, in which he should debit himself with the movement from register of arrival until it is unloaded.

Second. The agent, in debiting himself either directly from the waybill or from the train register, must do so in the shortest possible time, to the end that there should be no delay to his other departments in the sending out of the notice of arrival of the car and in the issuance of full instructions to the yardmaster for its placing.

Cars are generally carded immediately upon receipt, but in case of failure to do so, or when incorrectly carded, there should be no excuse for a continued delay in its movement if the agent has recorded it properly, thereby arranging for an immediate answer to all inquiries from the yardmaster.

Prompt notification to a consignee of the car's arrival holds the yardmaster to its immediate placing in a position for reasonable unloading.

Third. Where cars are destined to sidings such pressure must be kept upon the consignee that he makes arrangements for the unloading in the shortest possible time after receipt. A delay in his unloading necessitates the holding of the following cars on the railroad tracks, causing additional switching.

The necessary pressure upon the consignee can be maintained by the delivery to him of a form, upon which is entered each and every car that the agent has been unable to find place for on the siding.

The information contained on the offering blank is necessary so that the consignee can arrange for such unloading of cars already placed that the outside cars may follow quickly and be unloaded within the free time allowed, that being the result of proper notification to the consignee.

Fourth. The regulations must necessarily be applied to grain for public elevators, to hay for public hay exchanges and to all classes of freight destined to public warehouses. They

should also apply to the private car for delivery upon the track of its owner, so long as the railroad is unable to place the car; that is, it becomes the obligation of the owner of a private car to so arrange that he provides track room for its receipt, and where he fails the car should become subject to car service rules, calculated from the first 7 a. m. after receipt by the railroad to the time of actual placing on the private siding.

Fifth. The car service association, through efficient inspectors, should work to the end of sustaining the agents and their subordinates in the impartial application of all the rules and regulations, working in perfect harmony with them and conveying to them the necessary information to assist in moving cars.

The inspector's work should not only hold the agents to their proper responsibility, but should protect them in the application of the rules by transferring all responsibility to the shoulders of the manager of the car service association.

It is the knowledge on the part of the public that the manager of the car service association is responsible that enables the railroad to obtain the benefits desired. Consequently the railroad must sustain the procedure of all agents, so long as they proceed in accord with the instructions of the manager, and particularly where it is necessary to enforce the rules as against the refusal of a consignee to pay the charges that have properly accrued.

Sixth. No collection should be made unless it is clear that the full obligation of the carrier has been performed, as the charge is only because of the additional service forced upon the carrier by the failure of the consignee to remove the lading, and then, and then only, should the rule be applied, to the end of an immediate collection of the penalty.

Seventh. In order to demonstrate to the public generally that the rules and regulations are equally to their interest, it must be remembered that that can only be done by the continued and impartial application of the rules to all, until cars move with such regularity that the consignee can make contracts and invariably fulfill them on the promise of proper and

efficient service, and when that is so fully demonstrated that it is incontestable, consignees will extend their business and increase their tonnage at a decrease of expense for service.

Finally, efficient regulations for the proper continuation of service on through freights can only be had through a better understanding on the part of our traffic department, as at present any party to a through contract can seriously interfere with its connection's service and increase its detention by failure to receive freights when tendered.

More light is necessary for the solution of the through freight problem, and a beginning should be made with the ocean carrier, who holds the railroad responsible by the application of a demurrage penalty when there is a failure to continue the through contract in a westwardly direction, and, to the contrary, only cares for its own interest and never hesitates to delay a through contract on eastern business.

One of the axioms in law is that "it takes two parties to make a contract," and if the penalty can apply as towards the railroad when they fail to relieve the ocean carrier of its tonnage, the laws of this country either do apply or should be made to apply against the ocean carrier who fails to relieve the railroad of tonnage contracted for on through bills of lading to which it is a party.

Were the penalty properly applied, there would be fewer blockades and less detention on through freights and less expense to the railroads and public generally.

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, June 13, 1899.

The meeting was called to order at 11:05 a. m., by President Galloway.

The following roads were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “	MR. C. C. RILEY.....	Supt. Train
“ “	MR. JOHN HAIR.....	D. M. M.
C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON...	Supt.
“ “	MR. B. F. SIPP.....	Supt.
“ “	MR. G. W. BENDER.....	Supt. Terr
“ “	MR. C. S. RHOADS.....	Supt. Tlg
“ “	MR. CHAS. HINE.....	T. M.
“ “	MR. MASON RICKERT....	D. M. M.
“ “	MR. F. M. LAWLER.....	D. M. M.
“ “	MR. HADLEY BALDWIN...	E. M. W.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
“	MR. C. E. VORHIS.....	T. M.
“	MR. J. L. ORBISON.....	Supt. Tlg
“	MR. C. A. WILSON.....	C. E.
“	MR. GEO. R. BALCH.....	P. A.
“	MR. T. J. WALSH.....	C. C.

& O. Ry.....	Mr. GEO. W. LEWIS.....	Supt.
"	.....Mr. A. F. STEWART.....	D. M. M.
N. O. & T. P. Ry....	Mr. W. J. MURPHY.....	Supt.
"	"	.....Mr. J. P. MCCUEN.....Supt. M. P.
"	"	.....Mr. LOVE.....C. C.
& N. R. R.....	Mr. BRENT ARNOLD.....	Supt.
C. C. & St. L. Ry....	Mr. RALPH PETERS.....	Supt.
"	"	.....Mr. J. S. MAY.....Supt.
"	"	.....Mr. J. W. CONEYS.....T. M.
"	"	.....Mr. GEO. B. FRAVEL.....R'd F. of E.

VISITORS: Mr. A. J. O'Reilly, Gen'l Agent Monon Line;
Mr. O. E. Raidy, Trainmaster T. H. & I. Ry.; Mr. W. W.
Ry., C. T. D., T. H. & I. Ry.; Mr. W. C. Walstrum, Sup't
I. N. & W. Ry.

President: Unless there are objections the reading of the
minutes of the previous meeting will be dispensed with, same
stand approved as printed.

The C. N. O. & T. P. Ry. Electric Block Signals.

Mr. Houghton: I move that the regular order of business
dispensed with, and that Mr. Murphy be given an oppor-
tunity to display his practical illustration of handling his elec-
tric block signals.

Seconded and carried.

Mr. Murphy here took charge of the meeting and gave a
practical illustration of his new mode of handling the C. N. O.
& T. P. electrical block signals, method for displaying same
and the means for educating trainmen for operating and com-
prehending the signals, after which it was moved and carried
that the thanks of this Association be extended to Mr. Murphy
for his stereopticon illustrations and lecture on this subject."

Uniform Switching Rate for Handling Both Loaded and Empty Cars

Secretary: This is a subject upon which a joint Committee of this Association and the Cincinnati Freight Committee has been appointed.

Mr. Riley: The two Committees had a meeting on May 23, and we did not come to any agreement, but decided to have a record kept by all the roads in Cincinnati of all cars unnecessarily switched for thirty days, after which we will have another meeting and decide on a final report.

Mr. Lewis: I move that the Committee be given further time.

Seconded and carried.

Report of Letter Ballot on Re-Icing Perishable Property at Cincinnati in Transit.

Secretary: At the last meeting I was directed to secure letter ballot from all roads on the question of having the receiving line ice all perishable property at Cincinnati in transit, unless otherwise arranged between the lines in interest. I now have replies from all lines voting in favor of the proposition, with the exception of the C. C. C. & St. L. Ry. and P. C. C. & St. L. Ry., who vote against it.

Mr. Lewis: I move that this arrangement be put into effect July 1, 1899, and that a copy of this resolution and the action taken be sent to all roads interested, so that the necessary instructions may be issued, and that the dissenting roads may make independent arrangements with their connections.

Seconded and carried.

Storing Passenger Coaches in Yards.

Secretary: This subject was offered for discussion by Mr. Riley at the last meeting and laid over for further consideration at this meeting.

Mr. Riley: The G. A. R. meeting here last fall is one thing that suggested this question, and another thing is this Passenger meeting, which is to be held here this month, as well as other large meetings which I understand will be held here. Our passenger department has asked us if we will be willing to reserve a number of cars in the yard to be occupied by the passengers arriving in them. We do not want to do this, and I would like to see some concerted action taken by the roads centering around covering this point.

Mr. Lewis: I would like to ask if it is Mr. Riley's intention to put an embargo on the private theatrical cars.

Mr. Riley: No, not necessarily. I refer more particularly to large gatherings like those I spoke of.

Mr. Peters: While we are opposed to the practice, yet we believe that we should reserve the privilege of doing so if we find it necessary in the competition and strife for business to offer such accommodations. I do not see that anything good would be accomplished by tying ourselves up under such an arrangement. It is not a good thing to set tracks aside to be occupied by cars whose passengers are to remain in them, and we are opposed to it; but we want to be entirely free in the matter and would not vote for any resolution on this subject.

Mr. Houghton: While we do not like the practice, we do not propose to bind ourselves to any such agreement, as we might find it convenient to do so at some particular time; it would put a line with good facilities on the same footing as the one that has none.

Mr. Lewis: I move that the matter be laid on the table.
Seconded and carried.

**Report of Committee on Selecting Subject to be presented at the
Annual Meeting of the Central Association.**

The Secretary read the following communication:

Cincinnati, Ohio, June 5, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Mr. W. J. Murphy, Supt. C. N. O. & T. P. Ry., will read a paper on "The Method of Instructing and Examining Trainmen by the Use of the Magic Lantern" at the next meeting of the Central Association for the Cincinnati Division.

Yours truly,

(Signed) BRENT ARNOLD,
F. M. LAWLER,
W. H. BRIMSON,
Committee.

It was moved and carried "that the report be received and filed."

**Making Arrangements for Attending the Annual Meeting of the
Central Association to be held at St. Louis, July
18 and 19, 1899.**

The Secretary read the following communications:

St. Louis, Mo., June 3, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Referring to communication of May 24, requesting list of members of your Division who will attend the Annual Meeting of the Central Association of Railroad Officers to be held in St. Louis July 18 and 19, I beg to say to you that the Southern Hotel has been selected as headquarters for the

Association, and the meetings will be held in the ladies' parlor of that house.

Also beg to say that the St. Louis Transfer Company have kindly offered to transport members from the Union Station to their hotel and return free of charge.

It will only be necessary for the Secretary of each Division to send a list of those who will attend the Annual Meeting to Mr. A. de Figueiredo, Assistant Manager St. Louis Transfer Company, who will furnish to each visiting member transportation for himself and family to and from the hotel.

The Southern Hotel has quoted a rate of \$1.50 per day and upward on European plan and \$3.00 per day and upward on American plan.

Yours truly,

(Signed) JNO. J. BAULCH,
Chairman.

Indianapolis, Indiana, June 12, 1899.

Messrs. O. G. Fetter,
J. D. Berry,
Wm. Grogan,
J. C. Loomis.

Gentlemen: In connection with arrangements for attending the Annual Meeting, to be held at St. Louis, July 18 and 19, a committee of four, the Secretary to be Chairman, was appointed at the June meeting of this Division to make the necessary arrangements with view of having the above-named four Divisions in the Indianapolis Division and go from here to St. Louis as a body.

The Committee has the following general plan in mind:

1. Members of each Division to come to Indianapolis, on special cars or otherwise, on regular trains on Monday, July 17, time to leave Indianapolis about 12:40 p. m. same date on special train, providing the number of persons will warrant so doing.

2. The respective Divisions could arrive at Indianapolis on following trains:

Cincinnati Division—C. H. & D., No. 40, arrive Indianapolis 11:45 a. m.; or C. C. C. & St. L., No. 11, arrive Indianapolis 11:40 a. m.

Columbus Division—P. C. C. & St. L., No. 21, arrive Indianapolis 12:25 p. m.

Toledo Division—C. H. & D., No. 40, arrive Indianapolis 11:45 a. m.

Louisville Division—P. C. C. & St. L., No. 19, arrive Indianapolis 11:25 a. m.

3. Before leaving Indianapolis a first-class dinner will be served in the dining room, Indianapolis Union Station, to those who desire it, at thirty-five cents each.

4. Won't you please bring the matter before your Division, either at regular meeting or by letter, and ascertain

a. If the plan proposed is acceptable;

b. If so, how many persons will attend from your Division;

c. When, on what train will you arrive at Indianapolis July 17?

d. Will you have special car? If in special car it will be taken through to St. Louis if desired.

5. It is believed that the St. Louis session will be unusually interesting, and the Indianapolis Division requests the sister Divisions on the south and east to join in forming and sending a strong delegation in appreciation of the efforts made by the President and Secretary of the Central Association of Railroad Officers to have this meeting eclipse all others (even the Indianapolis meeting of 1898(?)).

6. Such an arrangement as proposed will greatly simplify matters and very materially aid the St. Louis Committee, on account of a large number arriving at the same time.

It is also thought that the social feature, while making the trip from Indianapolis, will be quite enjoyable and furnish good opportunity for getting acquainted. It is understood, of course, that the ladies are to be invited.

Kindly advise the undersigned, giving particulars full possible not later than June 24. On receipt of replies the Cor

mittee will convene and determine definitely as to final arrangements.

Yours truly,

(Signed) G. B. STAATS,
Secretary.

Mr. Lewis: I move that the Secretary address a communication to each member of this Division embodying the plan as outlined in the communication just read, asking for an immediate reply, and on receipt of same consolidate them and advise the Indianapolis Division accordingly.

Seconded and carried.

Mr. Riley: If this Division does not decide to go by the way of Indianapolis, the B. & O. S-W. Ry. will be very glad to tender them the use of its line between here and St. Louis, and would be glad to make any arrangements that you may desire.

Mr. Peters: I move that a vote of thanks be tendered the B. & O. S-W. Ry. for their kind offer, and that the invitation also be included in the communication to be addressed to all members.

Seconded and carried.

Members Proposed.

The Secretary read the following communication:

Cincinnati, Ohio, May 27, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: If not inconsistent with the constitution, I would like to propose for membership in Cincinnati Division of the Central Association of Railroad Officers the name of Dr. B. F. Clark, Chief Surgeon for this company.

Yours truly,

(Signed) C. C. RILEY,
Supt. Transportation.

As there was some question as to whether or not Dr. Clark was eligible to membership, it was moved and carried that a Committee of three, consisting of the President, Secretary and Mr. Riley, be appointed to consider the matter and report at the next meeting.

The names of Hadley Baldwin, E. M. W., C. C. C. & St. L. Ry., and Wm. Quinn, Supt. C. C. C. & St. L. Ry., were proposed for membership and duly elected.

On motion meeting adjourned at 12:35 p. m.

A. GALLOWAY,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, June 8, 1899.

The meeting was called to order at 2:10 p. m., by President
ley.

The following lines were represented:

C. C. & St. L. Ry..	M. W. MANSFIELD....	Superintendent.
“ “	..J. W. GREENEN	Trainmaster.
& V. R. R.....	M. W. MANSFIELD....	Superintendent.
C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
“ “	...C. S. RHODES	Supt. Tel.
& E. R. R.....	J. W. RILEY.....	Superintendent.
U. Ry.....	A. A. ZION	Superintendent.
H. & D. Ry.....	A. GALLOWAY.....	Superintendent.
“	.....C. E. VORHIS	Trainmaster.
“	.....C. H. CORY	Supt. M. P.
“	.....S. B. FLOETER.....	Superintendent.
Monon	A. J. O'REILLY.....	General Agent.
“	.....F. W. QUIMBY.....	Trainmaster.
Indianapolis.....	O. E. RAIDY.....	Trainmaster.
E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
“ “	.....I. N. KURTZ	Trainmaster.
“ “	.....M. P. DENISTON.....	R. F. of E.

The minutes of the last meeting were approved as printed.

The first item under Unfinished Business is the matter of proposed uniform switch card. At the last meeting the Secretary was directed to submit all papers to the general yardmasters at Indianapolis as to whether they thought it desirable to adopt a uniform card. Mr. John Q. Hicks was made Chairman of the yardmasters' meeting, held June 3. The following is their report:

May 23, 1899.

Central Association of Railroad Officers, Indianapolis Division:

In compliance with the request of Mr. J. W. Riley, President of Central Association of Railroad Officers, the following general yardmasters of Indianapolis met at the Union Station at 2:00 p. m., May 23, to discuss the question of the necessity of the proposed special carding of all private switch cars. After a full and thorough discussion of the matter, it was the unanimous opinion of those present that such carding would entail unnecessary delay and expense, as the waybill or trackage tickets accompanying such cars embody all the information for their proper handling.

For the reason above set forth we recommend that the present system in vogue at Indianapolis, being entirely satisfactory, should be continued without change.

John Q. Hicks.....	G. Y. M.....	C. C. C. & St. L. Ry.
H. B. Reynolds.....	G. Y. M.....	P. C. C. & St. L. Ry.
Jos. Averil.....	G. Y. M.....	Vandalia Line.
H. G. Kernodle	G. Y. M.....	L. E. & W. Ry.
F. C. Worley.....	G. Y. M.....	Monon Ry.
Thos. Develin	G. Y. M.....	P. & E. Ry.
T. Whitson.....	G. Y. M.....	C. H. & D. Ry.
S. W. Maxwell.....	G. Y. M.....	I. D. & W. Ry.

JOHN Q. HICKS,
Chairman.

S. W. MAXWELL,
Secretary.

On motion of Mr. Mansfield, seconded by Mr. Bickell, the report was accepted and ordered printed in the proceedings.

The Chair called attention to the necessity of modifying the rules governing switched cars, as adopted at the February meeting, so as to make them applicable without "A Standard Switch Card."

On motion of Mr. Mansfield, duly seconded by Mr. Bickell, it was decided that the rules be referred to a Committee of three to be appointed by the Chair.

The Chair appointed Messrs. Mansfield, Bender and Lawler to serve on the Committee, with request that they report at the next meeting.

The Secretary next read the Committee's paper to be submitted at the St. Louis Annual Meeting, viz.:

Railroad Signal Lights.

As the result of a discussion at a recent meeting of the Indianapolis Division, the above subject was selected as the basis for a paper to be read at this meeting. Probably the title would be more comprehensive were we to add "substitution of color for white light for a safety signal," this being the principal part of the subject to be considered, although we might make mention of several other subjects that come up in connection with this.

So much has been said at meetings of operating officials and written for the railway journals along this line, especially during the last year or two, with every phase of the question so thoroughly gone over, that we have no new or startling features to present, but merely a synopsis of the changes that have been made since signaling had its birth, and to summarize the present situation.

New conditions always bring with them new requirements. One improvement or invention will frequently demand numerous other changes to conform to it and bring out its most essential benefits, and in no branch of business is this more appli-

cable than in railway operation. As an illustration of this idea, it is less than twenty years since the first interlocking plant was installed west of the Alleghenies, and only a few years earlier first introduced into America. It was originally invented and intended as a safety appliance to prevent accidents at railway crossings and junctions, and while trains were permitted to pass over a crossing without coming to a stop, with the proper signal indications, they were required to reduce speed to a low limit while doing so. Shortly after, however, came the era of greater speed and through train service. So, where trains formerly stopped at every grade crossing and almost every station, we now have them passing over interlockings and past block signal stations as fast as steam can turn the wheels. Therefore, how important it is for us to see that the signals governing these fast movements conform to such a degree of perfection that an engineman approaching one shall have no shadow of fear as to its meaning. So long as white is used singly as the "clear" for night signal there always remains a doubt as we approach a signal whether safety really exists or the worst form of danger; that is, the kind to be met unawares. Sad experience has proven that the latter has too often been the case. Formerly it was thought that the chief source and probably the only danger of a false indication was on account of a broken red glass or lens, but we have a record of other equally dangerous factors, such as the greatly increased use of electric lights. The overpowering rays of an arc light shining at a certain angle against a red glass destroys the color effect, making it to appear white. If our information is correct, some of the most serious accidents have occurred from the signal light being extinguished and another light within the range of the engineer's vision being mistaken for it; and again as the result of the engineman seeing the white light past the side of the semaphore spectacle, approaching the signal from around a curve, or seeing it under the spectacle when the semaphore fails to return to a positive danger position. You are, no doubt, all familiar with the manner in which this subject has been considered by the different

organizations, especially with the American Railway Association, the father of our standard train and other rules, but no general agreement or standard has been reached. In 1894 the Committee on interlocking and block signals recommended red for danger, violet for caution and green for safety, but within a few weeks revised its opinion and recommended the continuance of green for caution and white for safety, and the Association voted against giving up the use of white as a safety signal. Later in the year the Committee reported definitely that the use of blue or orange light did not appear practicable, but that a combination of red and green could be used for caution. In March, 1895, the Committee passed the following resolution: "That the Committee does not at this time deem it wise to recommend abandoning white for a night signal, as (1) three indications are necessary in many cases, and (2) no entirely satisfactory signal color has been found for a third indication. The Committee approved, however, the use of red for danger (stop) and green for clear (proceed) as good practice."

The standard rules for block and interlocking signals adopted the same year show that the Association decided on red for a danger signal, but left blank the colors for safety and cautionary signals, allowing each company to decide this for itself, and in the last standard rules adopted the same course was followed.

Taking a retrospective view into history, we find that at a congress of railway men held in Birmingham, England, in 1841, white, red and green were agreed upon to signify safety, danger and caution, respectively. The choice of these colors resulted from experiments showing that the visibility of a red light was but one third that of a white light of the same intensity; that of a green light, one fifth, and of a blue light, one seventh. White was chosen for the signal for safety as being the usual light, as well as the most easily visible, while red, as the most easily visible of the colored signals, was chosen as the most important signal, that of danger. Our English cousins long realized the seriousness of the objections to the use of white as a safety signal, and the universal substitution of green as the

safety light of fixed signals and the abandonment of the cautionary signals followed. The permissive block, so largely used in this country, is not used in England, so that the cautionary signal is not considered necessary there, and the distance signal as used is simply a duplication of the home signal, a red light being used at night the same as in the home signal.

While several roads have chosen the two lights, red and green, displayed side by side with the use of one lamp for the two, the New York, New Haven and Hartford Road are the pioneers in this country in the use of yellow as the third or caution signal. After careful scientific and practical experiments, under the direction of General Superintendent Clark, of that company, they claim to have found a shade of yellow which is so intense and the glass so constructed that it is not liable to be mistaken for either white or red under the most adverse conditions, yet it throws a far reaching light that is satisfactory for signal purposes. That they have, after a practical demonstration of the use of yellow, adopted it as standard, involving change in a thousand or more signals, is good evidence that they have proven that yellow is the proper third indication.

Signal people who have inspected their signals since the change was made, which was only a few months ago, confirm this view. Yellow, we might add, is used on the state railways of France as a signal to indicate a movement from main track to siding.

We think there are some objections to the red and green, in fact, any two colors for one indication where color alone is the signal to proceed. First, as before stated, the visibility of red is greater than green, hence if the two were placed side by side to indicate caution, if both are lighted with the same power and brilliancy, the red alone is very much in evidence, and the person has to watch very closely to see the green gradually loom up to take its place as a signal, which precautionary watching causes an additional strain on the already overtaxed engineman. Again, where a distant signal governs a movement ahead, and is located in close proximity to a home signal

it is possible for the light in the home signal to become extinguished, the distant signal being set at safety, the engineman taking it for the home signal and running by danger. But the question might be asked why we ever use this misleading third indication at all. With the London and Northwestern Railway running passenger trains on as fast schedules as any in this country, and with their numerous trains of all classes, which are handled so successfully by having only positive signals, why should we not profit by their example. It is safe to assert that the term caution and its bedfellow, the caution signal, have been the cause of more destruction of life and property than any one feature which we can bring to mind. The very word caution is misleading when applied to signal practice. It means that either danger or safety is ahead.

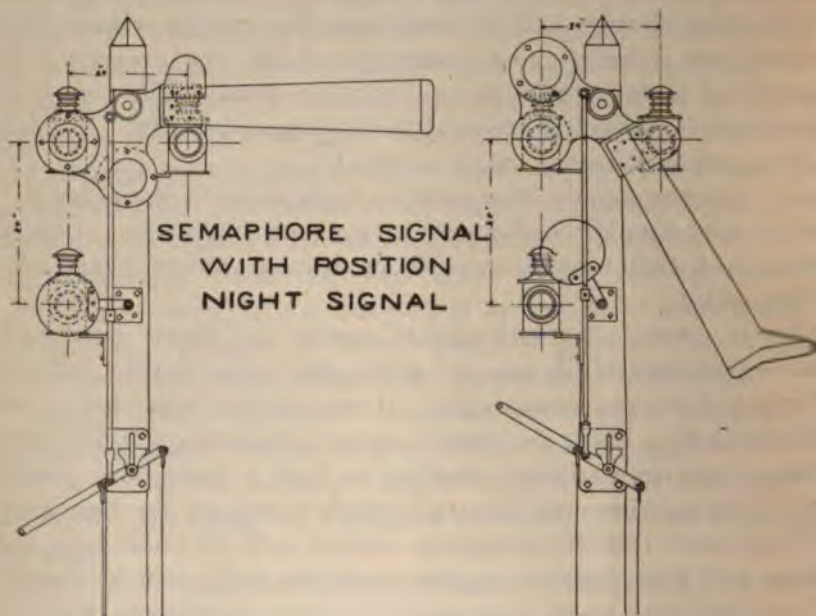
Johnson defines the permissive block as the "inferior block," and why should we maintain in such an important matter as railroad signal lights an inferior feature which others have discarded.

If we have a block signal system the signal indications should either be danger or safety, and trains moved between blocked stations accordingly. If two signals necessary on an interlocking make the distant signal a duplication of the home one, and have electric locking to lock a route once cleared in that position until the train which it was set for has passed the signal, then the dangerous feature will be eliminated, and we will have positive signals—green for safety, red for danger.

While the position signals have almost universally taken the place of colors for day signals, not enough attention has been paid to the possibilities in the way of positions as night signals. Numerous forms of illuminated blades have been placed on the market, but so far we believe no one that has been considered thoroughly practicable. Light thrown along a blade where reflectors are placed has a penetrating power, and at any great distance, when the reflected light is visible, it shows a bunched or round light rather than an elongated position or form.

We wish, however, to present and recommend, in our judg-

ment, as the best semaphore signal with position night signals, as shown in illustration, and which is the standard signal now in use on the Boston & Albany Railway for both blocks and interlockings. This signal, as you will observe, shows two red lights in a horizontal position as the danger position. When the signal is cleared two green lights are displayed in a vertical position; thus, in addition to the colors, we have a positive night position signal. Where distant or caution signals are



required we would recommend yellow where red is shown on the print.

In conclusion, we would call attention to the advisability of large lenses in lamps for night signals. Practical experiments made on the Big Four Railway to determine the penetrating power as between a $3\frac{3}{4}$ -inch and a $5\frac{3}{8}$ -inch lens, to be used as train markers, show the light in a $3\frac{3}{4}$ -inch lens disappeared at 15,400 feet, while the $5\frac{3}{8}$ -inch lens disappeared at 17,150

In fair weather the $3\frac{3}{4}$ -inch lens will give light enough to protect trains, but as the $5\frac{3}{8}$ -inch lens can be seen over a quarter of a mile further, it shows the superior penetrating power of the larger lens, and insures better protection to trains in foggy weather.

Again, a gentleman with whom we have conversed, who has had a large experience in signal work, both in this country and Europe, states that England is ahead of us as to the matter of lamps. As the reliability of a light is of such importance, we believe that a slight increase in cost should not stand in the way of adopting the very best signal lamps that can be produced.

C. S. RHODES,

A. A. ZION,

A. J. O'REILLY,

Committee.

After an informal discussion and an inspection of lenses submitted by the Committee, on motion of Mr. Mansfield, seconded by Mr. Bender, the paper as presented by the Committee was adopted and the Secretary requested to forward a copy to the Secretary of the Central Association, to be submitted at the next Annual Meeting.

A communication was read from O. G. Fetter, Secretary, extending an invitation to all members to attend the next meeting of the Cincinnati Division, to be held June 13, at which time the C. N. O. & T. P. Ry. is to exhibit its system of electric track signals, including "Method for Displaying Same and the Plans for Educating Trainmen for Operating and Comprehending the Signal."

Mr. Galloway further explained the plan for showing or demonstrating the meaning of the signals by putting them in actual use.

The Chair urged all members to attend the Cincinnati meeting, believing the exhibition would be both interesting and instructive.

The following extract is taken from the proceedings of the Car Foremen and Inspectors' meeting, held May 17, in relation to

"USE OF WASTE.

"The subject of woolen waste in preference to other kinds of waste, which had been proposed at the last meeting, was now taken up and discussed.

"Mr. Fisher: Mr. President, I believe we have used every kind of waste on the Big Four. We are now using asbestos; we use wool waste and also packing, and the trouble we find with the packing we are using at present is that, after being in use some time, it forms a kind of a crust on the journal. We used the elastic packing only for a short time—not long enough to get an idea how it would work—but, for my part, I believe the wool waste is the only thing to have. I believe it absorbs the oil better and gives better service than any other kind.

"Mr. Pettigrew: Mr. President and gentlemen, I expect there are a good many in the room who have had more experience than I have had—older railroad men—but I have had some experience in the use of cotton, asbestos and wool waste on the Peoria & Eastern. At the present time we are using wool waste. I think wool makes a better packing than either of the others; it absorbs the oil, holds up loose around the journal, and does not pack and form balls like the asbestos and cotton. We used asbestos for quite a while, and found it was very easy to pack a box too tight, and I found it would become dry and cause the journal to run hot. I think this is a great subject, and all railroad men should be interested in it.

"Mr. Tilford: Gentlemen, we do not use much waste, but when we do we use either the cotton or woolen waste, and find that wool waste is better; woolen waste gives better satisfaction. Mr. President, we would like to hear your views on the subject.

"The Chair: Gentlemen, I would just say in regard to the waste question that I am like most everybody else who has used waste for packing, I am favorable toward woolen waste. It

es a better feed and does not pack in cakes, like cotton or estos.

"So far as the asbestos waste is concerned, we have used t, and while some people say it is the best waste that can used, I am, as the Irishman says, 'ferninst it.' I am not in or of the asbestos for one reason, and that is, I don't see that urnishes the lubrication to the journal any better than the on waste, and if the journal gets hot it gives no warning to train crew, and they can not tell they have a hot box until too late to save their car. We have had a number of jour- that have dropped off packed with asbestos waste, and the say they can not detect it by the hot box. I would prefer woolen waste for the reason that it does not require so much ation in packing. Your waste is always up against the jour- and feeds the oil to the journal."

The Secretary read a letter from Mr. Fetter, announcing age in time of holding the Annual Meeting at St. Louis, : Postponed from June 20, 21 to July 18 and 19. This age in date is highly satisfactory to members of this Division. The following letter, in connection with arrangements for nding the Annual Meeting, was received after the meeting urred:

Central Association of Railroad Officers.

St. Louis, Missouri, June 3, 1899.

G. B. Staats,

Secretary Central Association Railroad Officers,
Indianapolis, Indiana.

Dear Sir: Referring to communication of May 24, request- list of members of your Division who will attend the An- l Meeting of the Central Association of Railroad Officers, to held in St. Louis, July 18 and 19, I beg to say to you that Southern Hotel has been selected as headquarters for the ociation, and the meetings will be held in the ladies' parlor hat house.

Also beg to say that the St. Louis Transfer Company have kindly offered to transport members from the Union Station to their hotel and return free of charge.

It will only be necessary for the Secretary of each Division to send a list of those who will attend the Annual Meeting to Mr. A. de Figueirido, Assistant Manager St. Louis Transfer Company, who will furnish to each visiting member transportation for himself and family to and from hotel.

The Southern Hotel have quoted a rate of \$1.50 per day and upward on European plan, and \$3.00 per day and upward on American plan.

Yours truly,

JOHN J. BAULCH,
Chairman.

Concerning the canvass to be made and the arrangements in connection with attending the Annual Meeting, it was the sense of this meeting, and so decided on motion, that the Chair appoint a Committee of four, the Secretary to be Chairman, to make all arrangements, including transportation, etc., and report at July meeting.

It was suggested that invitations be extended to all Divisions east and south to join the Indianapolis Division and go in a body from here on a special train.

Meeting adjourned at 3:40 p. m.

J. W. RILEY,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, June 14, 1899.**

In the absence of President and Vice-Presidents, Mr. G. H. Kimball was elected temporary President.

The following lines were represented:

P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
C. S. H. Ry.....	MR. G. H. KIMBALL.
T. & O. C. Ry.....	MR. H. C. FERRIS.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.

On motion the meeting adjourned on account of the small attendance.

G. H. KIMBALL,
President pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, June 23, 1899—

Mr. O. G. Fetter,
Secretary C. A. R. R. O.,
Cincinnati, Ohio.

Dear Sir: No meeting in June on account no quorum.

W. GROGAN,
Secretary—

PEORIA DIVISION.

Peoria, Ill., June 23, 1899.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: June meeting declared off as there was no prospect of quorum.

ASHLEY J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, June 9, 1899.

Meeting called to order at 11:45 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry.	MR. W. G. BAYLEY	Supt.
C. & A. R. R.	Not represented.	
C. B. & Q. R. R.	MR. W. G. BESLER	Supt.
"	MR. J. A. CARNEY	M. M.
"	MR. A. HAMILTON	Agent.
B. & O. S-W. Ry.	MR. E. S. ORR	Gen. Agent-
Ill. Central R.R.	MR. C. F. PARKER	Gen. Agent-
"	MR. H. MCCOURT	Supt.
L. E. & St. L. R. R.	MR. E. HOLBROOK	Supt.
"	MR. J. H. KUMMER	Agent.
L. & N. R. R.	MR. W. S. MCCHESENEY, JR.,	Supt. Ter.
"	MR. J. A. LINDSAY	Agent.
Mo. Pac. Ry.	MR. J. R. WENTWORTH .	Supt. Car Ser-
M. K. & T. Ry.	MR. A. T. PERKINS	Supt. of Ter.
M. & O. R. R.	MR. H. W. CLARKE	Supt.
St. L. C. & St. P., and		
C. P. & St. L. R. R.	MR. C. MILLARD	Supt.

St. L. K. C. & C. R. R. Not represented.
 St. L. K. & N-W. R. R. MR. A. T. PERKINS Supt. of Ter.
 St. L. P. & N. Ry . . . MR. G. A. SIMPSON G. F. A.
 St. L. Transfer Co. . . MR. W. G. BESLER.
 St. L. & S. F. Ry. . . MR. A. J. DAVIDSON Supt. Transp.
 Term. R. R. Ass'n . . MR. E. DUNLOP Supt.
 " . . . MR. F. X. ROEDERER . . . Agent.
 T. St. L. & K. C. Ry . MR. L. T. WESTRICH . . . Supt.
 T. H. & I. R. R. . . MR. W. G. PHELPS Ass. Gen. Mgr.
 Wabash R. R. . . . MR. W. A. GARRETT . . . Supt.
 " . . . MR. J. A. HEETHER . . . Train Master.
 " . . . MR. J. A. ROEDERER . . . Agent.
 Wiggins Ferry Co. . . MR. G. L. SANDS Manager.
 National Stock Yards . MR. H. P. CHESLEY . . . Gen'l Mgr.

President Perkins: The minutes of the previous meeting, such as they were, have been sent out. Previous to the last regular meeting we received an invitation from the Wabash Company to join their special train which was to take the St. Louis Railway Club to the University of Illinois. A number of the members of this Division wished to go and the invitation was accepted; but because of a lack of quorum our meeting was not held.

Under the head of Unfinished Business we have certain reports that have been laid over. The first is in regard to car service at East St. Louis.

I presume it will hardly be necessary to ask for report, as nearly all our members have been present at the car service meeting just held and will receive the full reports of that meeting; but the Secretary will include in our minutes for record that the Committee on Car Service finally secured the unanimous consent of the Eastside lines to adopt the car service rules for East St. Louis; that application was made by all Eastside lines for membership in the Central Car Service Association; that the Eastside lines were accordingly admitted to the Association and have signed the agreement, and that at meeting held this

forenoon resolution was adopted to put the rules in effect at East St. Louis on July 17, 1899.

I am sure we all join in thanking Mr. Parker and the other members of the Committee for their long-continued but finally successful efforts in bringing this situation about.

We have a report from Committee on Passenger Equipment Loaned, of which Mr. Davidson is Chairman, and the Secretary will read it.

St. Louis, Missouri, May 16, 1899.

Mr. F. E. Anderson,

Secretary St. Louis Div., C. A. of R. R. O.,
St. Louis.

Dear Sir: Referring to your letter of February 15, advising appointment of a Committee to consider rules on page 3 of the January proceedings covering rental of coaches.

From one cause and another the Committee have been unable to get together and make a report, and I have undertaken to close the matter with the other members of the Committee by correspondence.

You can report to the Association that it is the sense of the Committee that no change should be made in the American Railway Association rules covering the rental of coaches. They can be applied in all cases, and it is not considered expedient to make arbitrary rules covering local conditions, as each line can handle that matter separately.

Supt. Bayley, of the Big Four, favored the rules submitted by the Cincinnati Division, but added a rule making the borrowing line assume all switching charges that would be necessary to get car from loaning line to borrowing line.

Respectfully,

(Signed) A. J. DAVIDSON

President: You have heard the report; what action will you take on it?

Mr. Besler: I move the report be received and accepted —
Seconded and carried.

President: We still have a report due from the Committee on Drip Valves on Refrigerator Cars.

Mr. Adams: I do not know whether it is my misfortune or fault to get on a Committee that has to stand over from year to year, but I must admit we have not been able to make any satisfactory headway with this matter. The damage to iron work, etc., on cars because of drip valves has been up before the Master Car Builders' Association, and they have the matter in hand, and your Committee deem it wise to let the other fellow do the investigating and profit by his experience.

Mr. Besler: I move that the subject be tabled or passed.

Mr. Bayley: Seconded.

President: It is moved and seconded that the subject of drip valves on refrigerator cars be tabled.

President: While we are on the Reports of Committees, although the matter is one belonging under the head of New Business, I will call for the report on Pintsch Gas in cars interchange, Mr. J. A. Carney, Chairman.

Mr. Carney: I am very glad to be able to say I can make a report:

**Subject: "Pintsch Gas in Passenger Equipment in Interchange;
how it shall be paid for."**

Your Committee have investigated this subject and find that the practice at St. Louis is for the Laclede Gas Company to charge the railroad having the car in its continuous service with the quantity of gas furnished the car. If this car is ordered to another line, the receiving line takes the car with the gas which the delivering line has paid for, and the delivering line has to trust to luck that it will get back the same quantity of gas in the car assigned to take the place of the one ordered to the other line. So far as your Committee has been able to learn, this is contrary to practice at all other important points of passenger equipment interchange, the practice being for the delivering line to bill against the receiving line for the quantity of gas in

the holders at the time the car was transferred, the receiving line issuing an M. C. B. card as authority for the bill.

In order to comply with the general practice for billing for Pintsch gas, your Committee would respectfully make the following recommendations:

First. For cars in continuous service on one railroad, that Pintsch gas be paid for by the railroad company having the car in its possession.

Second. If a car is transferred from the service of one railroad to the service of another, the receiving road shall issue an M. C. B. card authorizing the delivering line to bill against it (the receiving line) for the quantity of gas in the holders at the time the car was received by the receiving road.

Third: Any cars in interchange requiring the holders to be filled, the receiving line shall be charged with the quantity of gas supplied.

Recommendations two and three apply to cars being dead-headed, as well as those in service.

Fourth. For cars stored or in shop for repairs, the company having the car in its possession shall be responsible for the gas in the holders. This will also apply to sleeping car companies when cars are in their possession and out of service.

Your Committee begs that immediate action be taken in regard to its recommendations for the charge of gas in service when offered in interchange.

(Signed) J. A. CARNEY, Chairman,
W. A. GARRETT,
EDW. DUNLOP,
H. W. CLARKE,
E. M. COLLINS.

Mr. McChesney: I move the report be received.

Mr. Clarke: Seconded.

Carried.

President: The report of the Committee is now before the Association for action.

Mr. Besler: I move that the recommendations made by the Committee be adopted as the sense of this meeting and Association.

Mr. Clarke: Seconded.

Mr. Adams: The Committee says that the receiving line is to pay for the gas. Suppose a car comes in in service on L. & N.; the Pullman Co. want to transfer that car to the Union Pacific; they freight over our line to Kansas City; there are five atmospheres in the car when we receive it; who is going to pay for the gas? We are merely freighting the car.

Mr. Carney: That is fixed in this way. The Wabash Co. gives a card for the quantity of gas in the car, then they get a card from the U. P. for such amount of atmospheres as they find, the Wabash paying for the loss.

Mr. Adams: On a freighted car?

Mr. Carney: Yes, sir.

Mr. Garrett: That is the practice at all Wabash terminal points except St. Louis.

Mr. Carney: Ft. Worth, Texas, is the only place of any size where these rules do not apply, and that point does not affect us much.

Mr. Besler: I make a motion that action on this report be deferred until next meeting.

Mr. Bayley: Seconded.

Mr. Clarke: I offer as a substitute that a letter ballot be asked for from all members on adopting and putting in effect the rules recommended by the Committee.

Mr. Besler: Substitute accepted.

President: All those in favor of the motion that the Secretary ask for letter ballot from all members before next meeting as to the adoption of the recommendations made by the Committee please say aye.

Carried.

President. We have a report from Committee to make arrangements for the Annual Meeting of the Central Association at St. Louis in July, which the Secretary will read:

St. Louis, Missouri, June 3, 1899-

Mr. F. E. Anderson,
Secretary C. A. of R. R. Officers,
City.

Dear Sir: Referring to communication of May 24, requesting list of members of your Division who will attend the Annual Meeting of the Central Association of Railroad Officers, to be held in St. Louis July 18 and 19, I beg to say to you that the Southern Hotel has been selected as headquarters for the Association; the meetings will be held in the ladies' parlor of that house.

Also beg to say that the St. Louis Transfer Company have kindly offered to transport members from the Union Station to their hotel and return free of charge.

It will only be necessary for the Secretary of each Division to send a list of those who will attend the Annual Meeting to Mr. A. de Figueiredo, Assistant Manager St. Louis Transfer Company, who will furnish to each visiting member transportation for himself and family to and from hotel.

The Southern Hotel has quoted a rate of \$1.50 per day and upward on European plan, and \$3.00 per day and upward on American plan.

Yours truly,

(Signed) JNO. J. BAULCH,
Chairman.

Committee on arrangements for Annual Meeting report that the Wiggins Ferry Co. have extended an invitation to the visitors for a moonlight excursion on the river; also contemplate a trip around the St. Louis terminals, and for the ladies a visit to the Art Museum. The St. Louis Transfer Co. has also tendered their carriages for a drive over the city for the ladies accompanying the members.

President: You have heard the report. The Committee will, of course, be continued.

We have under the head of Unfinished Business the matter of handling freight at National Stockyards. The Secretary

will read the letter from Mr. McChesney which brought up this subject.

St. Louis, Missouri, April 26, 1899.

Mr. F. E. Anderson,
Secretary C. A. of R. R. Officers,
City.

Handling Freight at National Stock Yards.

Dear Sir: For next meeting of the Superintendents' Association I wish you would docket for discussion the question of handling freight at National Stockyards. I desire to know

First. What lines do the work, viz.: place cars at the industries and bring them back with their own engines;

Second. What lines have arrangements with the National Stockyards Co. for doing the work, and what compensation is paid the National Stockyards.

Yours truly,

(Signed) W. S. MCCHESNEY, JR.,
Supt. Ter. L. & N. R. R.

Mr. McChesney: In presenting that letter to the Association it was with a view of conforming with other lines if practicable. I have had some correspondence with Mr. Chesley. The letter states what I would like to know, and as Mr. Chesley is here, perhaps he can give me the information.

Mr. Chesley: The Stockyards are at present handling live stock and dead freight for the C. & A., B. & O. S-W., Big Four, I. C., Wabash, M. & O. and Vandalia, and dead freight for C. B. & Q., and live stock and dead freight for the Wiggins Ferry Co. The charge for that work is forty cents per car each way for live stock, eighty cents per car a round trip, and *y cents* each way for dead freight. One or two of the lines *ferred* to have the charge made on a load basis only, so that *ge is* the same. The roads for which we are not handling *the* C. P. & St. L. and St. C. & St. P., which freight is

handled by the Terminal Association. The T. St. L. & K. C., L. E. & St. L., Conlogue and L. & N. are handled by their own engines. The St. L. P. & N. is handled through the V. & C. Belt. At the packing houses the Stockyard Co. is, and has been for some time, doing all or nearly all the switching. That is necessary on account of the packers requiring continuous service. We have one engine at Swift's and one at Morris' plant all the time, and they object to relieving our engines and letting other engines come in.

Mr. Garrett: So far as the Wabash is concerned the service is excellent. We have been able to get our stock trains out on time regularly for the past six months, especially since the Stockyard Co. put an engine to work at beef plant. We would dislike to go back to the old plan.

Mr. McChesney: Your expenses have not been increased?

Mr. Garrett: No, sir. Been just about a stand off.

President: The Secretary reports that the only correspondence he has is that relating to change in time of Annual Meeting, of which you all have received notice, and the meeting is now open for any new business.

None presented and the meeting adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., June 14, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	MR. M. SHEEHAN.....	Trainmaster.
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	(Not represented.)	
K. C. F. S. & M. R. R..	MR. W. H. CHURCHILL..	Ass't T. M.
" "	MR. E. F. EDGECOMB...	Agent.
C. M. & St. P. Ry.....	MR. D. W. RIDER.	
M. K. & T. Ry.....	MR. L. W. WELCH.....	Supt.
C. G. W. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R.	(Not represented.)	
St. L. & S. F. R. R.	MR. A. O'HARA.....	Supt.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	(Not represented.)	
Wabash R. R.....	MR. JAS. LAUGHLIN.....	Trainmaster.
K. C. N. W. R. R.....	MR. R. P. ISITT	Agent.
K. C. P. & G. R. R.....	(Not represented.)	
K. C. Belt Ry.....	MR. D. W. RIDER.....	Supt.
K. C. Sub. Belt R. R...	MR. W. S. CARSON.....	Supt.
Union Depot Co.....	(Not represented.)	

VISITOR: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: Unless there are objections, the minutes of the last meeting as printed in the proceedings will stand approved.

Unfinished Business.

Secretary: We have not yet received the tonnage figures from Mr. Lawrence.

President: Mr. Lawrence told me that he did not think he could be here today. I see that he has not shown up, and suppose we will have to let the tonnage figures go over until the next meeting.

President: At the last meeting the Chairman of the Revision Committee of the Local Agents' Association to revise the switchbook brought the matter up, and it was laid over until the following meeting. I would like to ask Mr. Isitt what progress has been made.

Mr. Isitt: The Committee wrote to each of the lines, and I have received replies from all but three. All of them have agreed to restrict the information contained in the book to railroad people, which is what we asked them to do. I expect to get answers from the others within the next few days. Then we will be ready to go to the printers with the book.

President: What further action do you wish to take regarding this matter?

Mr. Isitt: I would like to have authority given for printing the book when answers are received from the other lines.

President: It seems desirable that the book should be gotten out as early as practicable, and if all objections are overcome, I see no reason why such authority should not be given today.

Mr. Starr: I move that we give authority to have the switchbook printed upon receipt by the Chairman of the Committee of the Local Agents' Association of favorable replies from the traffic departments of all the lines.

The motion was seconded by Mr. Welch and carried.

Correspondence.

The Secretary read letter from Secretary Fetter advising that the time of holding the next Annual Meeting of the Central Association has been changed from June 20 and 21, 1899, to July 18 and 19, 1899.

The following letters were read:

St. Louis, May 24, 1899.

Mr. B. H. Garrigues,
Sec'y C. A. of Railroad Officers,
Kansas City.

Dear Sir: Will you kindly advise me at your earliest convenience the number of delegates your Division will have at the Annual Meeting at St. Louis, July 18 and 19, and how many ladies will probably be in the party.

A prompt reply will enable the Committee on Arrangements to get their work in hand.

Yours truly,

(Signed) JNO. J. BAULCH,
Chairman.

St. Louis, June 3, 1899.

Mr. B. H. Garrigues,
Sec'y C. A. of Railroad Officers,
Kansas City.

Dear Sir: Referring to communication of May 24, requesting list of members of your Division who will attend the Annual Meeting of the Central Association of Railroad Officers, to be held at St. Louis, July 18 and 19, I beg to say to you that the Southern Hotel has been selected as headquarters for the Association, and the meetings will be held in the ladies' parlor of that house.

Also beg to say that the St. Louis Transfer Co. have kindly offered to transport members from the Union Station to their hotel and return free of charge.

It will only be necessary for Secretary of each Division to send a list of those who will attend the Annual Meeting to Mr. A. de Figueiredo, Assistant Manager St. Louis Transfer Company, who will furnish to each visiting member transportation for himself and family to and from hotel.

The Southern Hotel have quoted a rate of \$1.50 per day and upward on European plan, and \$3.00 per day and upward on American plan.

Yours truly,

(Signed) JNO. J. BAULCH,
Chairman.

President: Gentlemen, we would like to know how many members of our Division will attend the Annual Meeting at St. Louis, and all those who expect to go should, if possible, signify their intention today.

I would like to say in this connection that I am sure that a couple of days could not be more profitably or more pleasantly spent than attending this meeting. There will be a great variety of subjects discussed, and we will have the opportunity of forming the acquaintance of officials of railroad lines covering a large territory, reaching from Ohio to Kansas. The benefit to be derived in learning more about our business is an important factor. I believe all who can ought to take advantage of it.

I would suggest that those who are not able to determine today whether they will go write the Secretary as soon as they are able to tell, so that he can notify the Committee on Arrangements at St. Louis.

Mr. Starr: I move that the Secretary be instructed to write each individual member of the Association after July 1 and request them to advise him whether they will attend the Annual Meeting.

Seconded by Mr. Sheehan and carried.

There being no further business, the meeting adjourned.

Next regular meeting July 12.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

• Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, June 14, 1899.

The meeting was called to order at 10:30 a. m. by the chairman.

The following roads were represented:

& O. S-W. Ry.....(Not represented.)
& O. Ry.....MR. M. L. AKERS.
C. C. & St. L. Ry.....MR. M. L. AKERS.
I. & L. Ry.....MR. L. H. PARKER.
“.....MR. W. H. NEWMAN.
C. R. R.....(Not represented.)
& N. R. R.....MR. C. J. KLEIN.
E. & St. L. Ry.....(Not represented.)
H. & St. L. Ry.....MR. A. M. MCCracken.
C. C. & St. L. Ry.....MR. G. STAPP.
Northern Ry.MR. H. B. SPENCER.

The reading of the minutes of the previous meeting was dispensed with.

The next order of business being the Reading of Correspondence, the Secretary read the following letter:

St. Louis, Missouri, May 24, 1899.

Mr. J. C. Loomis,
Secretary C. A. of Railroad Officers,
Louisville, Kentucky.

Dear Sir: Will you kindly advise me at your earliest convenience the number of delegates your Division will have at the Annual Meeting at St. Louis, July 18 and 19, and how many ladies will probably be in the party.

A prompt reply will enable the Committee of Arrangements to get their work in hand.

Yours truly,

(Signed) JNO. J. BAULCH,
Chairman.

The Secretary also read a letter from Mr. Staats, Secretary of the Indianapolis Division of the Central Association of Railroad Officers, requesting this Division to join the Indianapolis Division, the Columbus Division, the Toledo Division, Cincinnati Division on a special train from Indianapolis to St. Louis.

After considerable discussion by the members present they deemed it would be more advisable to take the direct route from here to St. Louis than to go to Indianapolis. Therefore the invitation was declined.

The Chair: Reports of Committees are next in order.

The Secretary: Mr. Chairman, we have two Committees to report. We have a Committee to report on the question of Furnishing Labor to Load Freight on Team Tracks. On that Committee are Mr. Holbrook, Mr. Klein and Mr. Spencer.

The Committee, however, was not ready to report, and asked for further time, which was granted.

The Chair: The next is a report from a Committee by Mr. Taylor.

Mr. Stapp: Mr. Taylor was not able to be present at this meeting, and asked me to say to you that in submitting this report the Executive Committee recognizes that the report it is to submit will be a disappointment to some of the members of

the Association. The subject is one which contemplates a radical change in the methods of practice that now prevail, and present action on the part of the Association can only be confusing and result in much dissension, unless such action can be unanimous and recognized by the members as an improvement and of material benefit to them. The Committee is deserving of some commendation for the effort that has been made by them to reach a conclusion that can be submitted to the Association in the form of a recommendation that would be of practical benefit. It is a fact that much progress has been made, but at the present time it is not possible to submit a final report. It therefore devolves upon the Committee to submit the following and request the cooperation of the members on the line as indicated in the report:

To the Central Association of Railroad Officers, Louisville Division:

Complying with instructions, your Committee have given careful consideration to the subject of unlimited free storage of freight in freight houses and cars, and beg leave to report that, under the conditions appertaining, they are unable at this time to submit other than a report of progress, and have respectfully to ask for a continuance and further time.

The Chair: Gentlemen, you have heard the report of the Committee. What is to be done with it? Can you, Mr. Klein, or some other gentleman on the Committee, give us some information as to what has been done?

Mr. Klein: No, I can give no information other than Mr. Taylor gives in his report to the Association.

Mr. Spencer: Mr. Chairman, the Committee have put in considerable time in working on this subject, but have been unable yet to formulate any rules or recommendations that would meet with the approval of the entire Association. They want a little more time to consider the matter.

The Chair: What shall be done with the request of the Committee for more time?

Mr. Parker: I move that the time be extended to the next meeting.

Mr. Akers: I second the motion.

The Chair then put the question, and the motion was duly carried.

The switching rules, on which a letter ballot had been taken, were then taken up and discussed, after which Mr. Akers made the following motion:

"I move that, inasmuch as these switching rules are a matter of importance, and we have not a full meeting here today and have not received letter ballots from all roads, the matter be deferred; and I also move that whenever the Secretary receives letter ballots from the roads that have not answered, that he turn the entire correspondence over to the Committee, that they can work on it and make a report, perhaps, at the next regular meeting."

Seconded and carried.

There being no further business, the meeting adjourned at 11:30 a. m.

A. M. McCracken,
President.

J. C. Loomis,
Secretary-Treasurer -

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JULY.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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W. G. BESLER, Chairman.
M. S. CONNORS. C. E. CARSON. F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELEY. J. W. RILEY.

DIVISIONS.

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J. W. RILEY.....	"	Indianapolis "
WM. QUINN.....	"	Columbus "
A. H. SMITH.....	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.....	"	St. Louis "
C. E. CARSON.....	"	Kansas City "
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J. W. STARR.....	"	Kansas City "
W. J. HARAHAN.....	"	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES.....	"	Kansas City "
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G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "

CENTRAL ASSOCIATION.

The Annual Meeting of the Central Association of Railroad Officers, comprising the Cincinnati, Indianapolis, Columbus, Toledo, Peoria, St. Louis, Kansas City and Louisville Divisions, was held in the Ladies' Parlor of the Southern Hotel, St. Louis, Missouri, July 18 and 19, 1899.

The meeting was called to order at 9:45 a. m., Tuesday, July 18, 1899, with President W. G. Besler in the Chair.

The roll call showed the following members present:

Cincinnati	Division represented by	MR. W. J. MURPHY.
Indianapolis	" "	MR. J. W. RILEY.
Columbus	" "	MR. J. D. BERRY.
Toledo	" "	MR. J. B. FLANDERS.
Peoria	" "	MR. B. MCKEEN.
St. Louis	" "	MR. A. T. PERKINS.
Kansas City	" "	MR. C. E. CARSON.
Louisville	" "	MR. J. C. LOOMIS.

The individual representation was as follows:

A. T. & S. F. Ry.	MR. J. W. STARR.	Sup't Term.
B. & O. S-W. Ry.	MR. H. C. BARNARD.	Sup't.
" "	MR. CHAS. C. RILEY.	Sup't Transp.
C. C. C. & St. L. Ry.	MR. G. W. BENDER.	Sup't Term.
" "	MR. J. W. RILEY.	Sup't.
" "	MR. W. G. BAYLEY.	Sup't.

C. C. C. & St. L. Ry.	MR. C. S. RHOADS.....	Sup't Tlgh.
" "	MR. J. R. CAVANAGH.....	Sup't C. S.
" "	MR. W. M. DUANE.....	E. M. W.
" "	MR. M. H. STUBBLEFIELD.....	Train Disp'r.
C. B. & Q. Ry.....	MR. W. G. BESLER.....	Sup't.
" "	MR. L. W. BERRY.....	Sup't.
" "	MR. W. W. RYDER.....	Sup't Tlgh.
" "	MR. J. A. CARNEY.....	M. M.
" "	MR. W. S. GLOVER.....	C. T. D.
" "	MR. A. HAMILTON.....	Agent.
C. N. O. & T. P. Ry.	MR. W. J. MURPHY.....	Sup't.
" "	MR. J. P. MCCUEN.....	Sup't M. P.
" "	MR. W. F. GIRTON.....	Elec'l Engr.
" "	MR. G. H. WARING.....	Ass't Engr.
C. H. & D. Ry.....	MR. C. E. VORHIS.....	T. M.
C. N. R. R.....	MR. J. B. FLANDERS.....	Gen'l Sup't.
C. & A. Ry.....	MR. M. SHEEHAN.....	T. M.
C. P. & St. L. R. R.	MR. C. MILLARD.....	Sup't.
Frisco Ry.....	MR. H. F. CLARK.....	T. M.
I. D. & W. Ry.....	MR. GEO. H. GRAVES.....	Gen'l Sup't.
K. C. F. S. & M. R. R.	MR. R. R. HAMMOND.....	Gen'l Sup't.
K. C. Sub. Belt.....	MR. W. L. STEVENSON.....	Gen'l Sup't.
L. & N. R. R.....	MR. W. S. MARTIN.....	Sup't.
" "	MR. W. S. MCCHESENEY JR.....	Sup't Ter.
Mo. Pac. Ry.....	MR. L. D. HOPKINS.....	Sup't.
" "	MR. W. G. BROWNLEE.....	Sup't.
" "	MR. C. E. CARSON.....	Sup't Ter.
" "	MR. R. P. ISITT.....	Agent.
P. C. C. & St. L. Ry.	MR. J. W. CONEYS.....	T. M.
" "	MR. N. RATCHFORD.....	S'gn'l Sup'vr.
" "	MR. M. T. GILL.....	Foreman.
P. & P. U. Ry.....	MR. F. L. TOMPKINS.....	Gen'l Sup't.
" "	MR. W. E. BELL.....	Ass't Sup't.
St. L. & S. F. R. R.	MR. A. O'HARA.....	Sup't.
" "	MR. A. J. DAVIDSON.....	Sup't Trans.
St. L. K. & N-W. R. R.	MR. HENRY MILLER.....	Ass't Sup't.

St. L. K. & N-W. R.R. Mr. A. T. PERKINS Sup't Term.
St. Louis Tr'nsf'r Co. Mr. A. DE FIGUEIREDO . Ass't M'gr. .
T. R. R. A. of St. L. Mr. EDWARD DUNLOP . . . Sup't.
" " . . . Mr. E. A. CHENERY . . . Sup't. Tel.
Vandalia Line Mr. B. McKEEN Sup't.
" Mr. F. L. CAMPBELL . . . T. M.
" Mr. O. E. RAIDY T. M.
Wabash R. R. Mr. W. A. GARRETT . . . Sup't.
" Mr. A. ROBERTSON T. M.
" Mr. J. A. SWIGART T. M.
" Mr. H. W. BALLOU T. M.
" Mr. EDWARD SHELAH . . . Gen'l R'dmr.
Wiggins Ferry Co. . . Mr. GEO. L. SANDS Manager.
" Mr. JOHN J. BAULCH G. F. A.

VISITORS: Mr. C. N. Woods, C. C., P. C. C. & St. L. Ry.; Mr. J. D. Berry, Supt. Car Service, Columbus; Mr. A. J. Elliott, Supt. Car Service, Peoria; Mr. J. C. Loomis, Supt. Car Service, Louisville; Mr. W. M. Prall, Supt. Car Service, St. Louis.

President: I will not take up any of the time of this meeting with any lengthy speech this morning. Our proceedings for the past year speak for themselves, and are a record of what we have accomplished. This Association is essentially a business organization, and business methods and business practices should characterize our meeting, and to that end we will get to work at once and see through the business of the day.

President: Our first order of business is the reading of the minutes of the last meeting. As these minutes have appeared in our published proceedings, unless there is some question, we will pass the reading of the minutes.

Reading of Correspondence.

The Secretary read the following communications:

St. Louis, Missouri, July 14, 1899.

Mr. W. G. Besler,
President Central Association.

Dear Sir: I desire, on behalf of the Terminal Railroad Association of St. Louis, to tender to the Central Association of Railroad Officers the courtesies of this line on the 18th and 19th insts., on which dates your Annual Meeting is to be held in St. Louis. Would be glad to provide any special train service that you may desire. Would also take pleasure in having your representatives inspect our interlocking plant or any other part of this company's property.

Yours truly,
(Signed) E. P. BRYAN,
Vice-President and Gen. Mgr.

St. Louis, Missouri, July 15, 1899.

Mr. John J. Baulch,
Chairman Entertainment Committee.

Dear Sir: I have instructed the attendants at the Art Museum to admit the ladies on the 19th upon presentation of the printed programme. I regret that I shall not be in the city, if I carry out my present plans on that day, but the ladies will have the freedom of the place.

Very truly yours,
(Signed) HALSEY C. IVES,
Director.

Mr. Carson: I move you, Mr. President, that we accept the kind invitation of the Terminal Railroad Association and the Art Museum, and tender to them the thanks of this Association.

Seconded by Mr. McKeen and carried.

Report of Train Rule Committee.

Secretary: Up to the present time I have received no report in the Committee on Train Rules.

President: Will explain that this Committee is one which appointed by the rules of our Association for the purpose of giving an authority to which we may submit questions should arise in the Association which we could not decide for ourselves. Some time ago I received a communication from one of the members saying that no questions had been submitted and that the Committee had done nothing. In one of our proceedings I mentioned the fact that we had such a Committee, and that if anyone had any questions which they wished to submit they should do so, as we had men on that Committee, practical men, who would be able to give some good opinions. It seems, however, that no questions have been submitted to them, consequently there is no report for this Committee to make.

Report of Special Committee on the M. C. B. Coupler.

The Secretary read the following report:

Indianapolis, Indiana, March 1, 1899.

to the Members of the Central Association of Railroad Officers.

Gentlemen: Your Committee, appointed to report on the present M. C. B. coupler and reply to the criticisms that have been published against its adoption, form and usefulness, submit the following:

In 1882 there were owned and operated in the United States one hundred and thousands of freight cars of all descriptions; these cars were equipped with what we will call the old style draw-bar. The failures caused from this class of couplers, in connection with the enormous loss of life and limb, were sufficient cause to demand some better plan for coupling cars, both to

reduce breakages of the cars themselves and decrease the loss of life incidental to their usage.

A careful inquiry has developed that about that time there were some two hundred or more different classes or kinds of drawbars in use, most of which had some standard features regarding size of link and pin and length and size of shank. This feature had been agitated for some time with considerable success, so at the first effort to meet legislation in the different states and provide a coupler that would be safer, stronger and at the same time automatic. What was the result?

There were thousands of schemes for converting the old drawbar into an automatic coupler, and it is safe to say that every railroad in the country tried or witnessed some of them, with the result that not one proved satisfactory, or could be made to operate at all automatically when cars had any considerable difference in height, were on a curve or had to be coupled with any other class of drawhead.

We will now pass out of the individual effort in trying to accomplish the desired result and take the matter from when it was first presented to the M. C. B. Convention for action, which was in 1883. The time spent and the discussions that followed by the railroads represented were probably far in excess of any other matter ever presented to the railroad associations.

The first Committee appointed made their report at Saratoga in June, 1884. They had at that time sent out circulars of inquiry to all roads represented, the result of which was to determine the opinion and sentiment relative to the probable saving in money and reduction in accidents that could be expected by the adoption of automatic couplers.

The labors of the Committee included the examination of all the models presented and the working test, when possible, with the result that the findings showed so many models of practically the same and conflicting designs that they were unable to make any recommendation further than to classify as worthy of special mention some seven or eight couplers, and as meritorious as many more.

During this meeting the coupler question was the principal subject of discussion and brought out many facts showing the necessity for the adoption of an automatic coupler, both from a railroad standpoint and to come in line with the requirements of the laws then being enacted. It was the opinion of this early meeting that the only coupler that could be a mechanical success and couple to cars of varying heights and conditions would have to be made on the vertical plane line, and one that would do away with the link and pin.

Suppose we pass the vast amount of work done by this Association and the railroad companies in trying to decide what coupler or what kind of coupler would meet all requirements and would be the best to adopt, which time included the tests at Burlington and Buffalo, where so much information was gained, between the meeting in 1884 and the meeting at Minneapolis in 1887. We all know that the time and money spent, the trials and tests made during these three years were very large and exhaustive, and notwithstanding the fact that the railroad commissioners in many states had threatened time and time again to take the matter out of the hands of the railroads and name a coupler or a lot of couplers themselves, some one of which they would adopt and require applied if the matter was not hurried more, and did in some cases complicate the matter by opening the door for various devices with a certain official recognition. The railroad committees still continued to hang on and experiment in their effort to have the coupler finally adopted as nearly perfect as possible.

We now find at this meeting in 1887 the committee ready to make a final report. The Association had been severely criticised by the technical papers and by the coupler men on account of the time spent in consideration of the subject, but time has proven that the time was well spent and most disastrous mistakes avoided. The problems they had to deal with were knotty ones; when we remember that over four thousand so-called automatic couplers had been recorded in the Patent

Office, and every individual demanded consideration, we begin to realize in part the work that had to be done.

It was realized and discussed that the strength had necessitated searching investigations and predicted that the metal used would have to be strengthened and improved as the service became heavier, with the further prediction that an entirely different metal would have to be used—one possessing greater strength than anything then manufactured into couplers.

During the years of trials opinion had altered regarding automatic couplers, and roads no longer expected to get automatic couplers for the same price as the old bull nose, but were prepared to pay for improvements that cut down their operating expenses.

The form of coupler being decided on at this meeting, the question was submitted to letter ballot and declared carried and adopted at Alexandria Bay, June, 1888. Can anyone conscientiously say that this matter did not receive all the consideration that was at the disposal of the railroad companies to give it?

The lines finally adopted and the patents presented to the railroads were the contour lines belonging to the Janney Coupler Co., which had been used on passenger cars since 1876 and were no experiment. Now, after the labors of this Association were completed and the contour lines adopted, which was only done after the surrender of the patents held by the Janney Co., which enabled all makers and all roads to use them, there was another step necessary in the line of advancement of standards, which was to regulate the size and length of shank, size and position of holes and the bearing and connecting points, so that couplers, wherever made or applied, could be repaired or replaced on any road the owner's cars should happen to be when such parts became inoperative.

In adopting a coupler which in itself was going to be a source of large outlay to the roads it was essential to keep the charges necessary on the cars down to a minimum to prevent the expense of application being more than our companies would stand, provided this could be done without prejudice to the

coupler for present or future requirements. A shank as nearly alike the best practice then prevailing as possible was adopted, but not until its strength and possible increase were taken fully into account. There was a fair and reasonable allowance left for future strength to meet the increase in weights of cars as they progressed, and the shanks of couplers today, when made of the best materials, will stand any demands made on them at that point by the heaviest equipment, and have a breaking strain far in excess of the combined power of any three or four locomotives ever built. There is a possibility yet of making the thickness of the material in these shanks heavier and better to stand any increasing demands. For instance, the shank of an M. C. B. coupler made of steel and one inch thick will have a breaking strain of more than 1,000,000 pounds, which is a force that can never be exerted in fair usage. It is, therefore, no more than fair to the design and size of that part of the coupler to say it can always be made to meet the requirements under fair usage, which is something that can not be said about any other part of the car.

Now, in regard to the other end. There can be no fair criticism advanced against its practicability to couple automatically under all reasonable conditions and to remain coupled unless defective, either from wear or the locking pin not performing its duty. But there is some question regarding the shape of the inner or wearing side of the knuckle being of the best design to prevent wear, or, rather, to confine the wear to the hook shape and prevent doubling off. This is accomplished by some of the couplers now on the market and does not affect the contour lines or in any way effect the wearing points of the coupler as adopted, and is a matter that will, no doubt, be given due consideration at the next convention.

The coupler, as made today, without changing any of the important lines, is from 15 to 25 percent heavier and stronger than when first made for cars of lighter capacity, and there is abundant possibility to still increase its weight and strength by the adoption and betterment of material.

The statement has been made by some writers that the M. C. B. coupler did not give a center line of draft, and that the concussion when coming together was not on central lines. While this would appear to be the case while looking at a single coupler, it is not the case when two couplers are pulled or bunted together. Hook two couplers and suspend them from one end (this report only refers to couplers made strictly to M. C. B. lines), then suspend a plumb line by them; the line will prove the couplers to maintain a straight line from end to end of shank, or repeat the experiment often tried of fitting up two cars without side chafing irons, or make the iron very wide, and notice the draft line when the cars are being hauled on a straight track. The space between the chafing irons will be found to remain evenly divided, showing a direct pull carried back to the end of the couplers. In buffing the severe strain is to be absorbed by the buffer blocks, but before they come in contact the couplers, in coming together and locking, make a very direct strain on the center of the car and almost entirely prevent the side strains usual with the bevel faces of the old style drawhead moving sideways. It has again been contended that the couplers were not flexible. With regard to that matter, it has been recognized by the larger part of our railroad management that one of the great features of the M. C. B. coupler was to eliminate the slack in the train and to prevent, to considerable extent, the swaying of cars from side to side while running on a straight track, which is injurious to the cars as well as dangerous to the operators who have to pass over them. Probably no one feature contributed more largely to the favorable adoption of the hook coupler than the results obtained by the close and spring coupling discovered at the Burlington brake test and subsequent trials made specially for this purpose. It had long been thought absolutely necessary that there should be a considerable amount of loose slack in the couplings of cars to enable the starting of trains, and, while it had been admitted there were some disadvantages incident to the presence of slack, due to breaking drawbars and draft rigging, in starting and

opping, pulling through sags and hollows in the track, it was ever realized until these tests what an enormous evil the presence of slack was in long trains and how terrific the shock.

During these tests it was found absolutely necessary to block the links; without blocking, it was found impossible to live in the rear car; stock could not have stood on their feet or freight been prevented from shifting. Since it has been abundantly proven that a locomotive will start and haul as many cars with the close couplings as with the slack link, and haul the train without the shock, making it possible to use air brakes on our freight trains, we think the foresight in the adopting of a coupler eliminating this part of the flexibility of the old drawhead the most commendable, and had any device containing this feature been adopted we would now be ready to discard it.

There is still another feature in its favor, where we want and get flexibility. Cars of almost any varying height can be readily coupled and the difference in height or the difference in spring action has no tendency to throw the load of the low car onto the high, which was formerly the cause of breaking so many links and causing trains to part.

If couplers do not couple it is because of defects in their manufacture, and not in the lines adopted by the M. C. B. Association. In all the tests made for years the question of coupling was raised and tested, and it was found that the M. C. B. coupler coupled readily on curves up to 20 degrees. There are some couplers made without any regard for the location of the hinge for the knuckle that will not do this.

When the M. C. B. coupler was adopted the roads were entirely equipped with the link and pin drawbar, therefore the automatic coupler had to be constructed so that it would couple with these cars until they were changed. To accomplish this the knuckle—already the weakest part—had to be further weakened temporarily to admit of the link and pin connection. Now, as 90 percent of the breakages occur to the knuckle on account of this weakness, it is safe to pass this matter by, saying that in a very short time all couplers will be made with

solid knuckles, thereby increasing the strength and wearing surface of this part more than 50 percent. In further proof of this, some of the roads are now getting their couplers with solid knuckles, and report practically no trouble from knuckles failing.

There has been complaint made of accidents caused by couplers pulling out and falling on the track. When we consider the thousands of couplers put in old cars with light and insecure draft rigging and think of these cars being run in trains with the modern heavy car of today, with the powerful engines in use, it is only a matter of surprise that there are not more failures, and we do not think the fault should be charged to the coupler but to the car.

Now, regarding construction. When the M. C. B. Association adopted the automatic coupler they also adopted a fastening for the rear end and a buffer for the front of cars, and it is the opinion of this Committee that one feature is as essential as the other, and that the buffer is an absolute necessity to protect the draft rigging and coupler from the numerous shocks when cars are being switched, and it is not until these precautions are taken that we can expect to get all of the benefits that the coupler is able to give us.

When it is remembered that our cars have increased from 50,000 to 100,000 pounds capacity and our engines from 150,000 to 200,000 pounds in weight, and that all our present cars have stronger draft rigging, stronger couplers and adequate buffer blocks for their protection, but that we do not separate these cars in our trains, but couple them, probably, to a car of ten years ago, with lighter draft rigging, light couplers and no buffer blocks, we must expect failures, not in the new cars, but in the old ones, and we find on careful inquiry that that is where the failures do, to a large extent, occur. We can, to a certain extent, remedy this by sorting out our trains, but if less expensive, take the failures caused by not doing so.

The result of the researches and opinions of this Committee is that the M. C. B. coupler, as adopted, is the best device for

the purpose that has been presented to the railroad companies from any source; that the coupler made strictly on the contour lines adopted will couple under all ordinary conditions; that it admits of being strengthened to meet the requirements of heavier service; that the line of pulling and buffing is as central as any coupler of its same length; that it is able to stand the shocks of switching when protected by buffers; that the coupler admits of the successful running of long trains of heavy cars and the use of air brakes on such trains; that the saving in repairs by its use amounts to something like \$1.50 per car per year; that the present cost of links and pins will more than double the cost of repairs to couplers, and that it is as strong and long-lived as other parts of the car.

Now, in conclusion, we wish to emphasize the fact that this report is based on that class of couplers that embody good workmanship and material, and is in no way a defense for some couplers in the market that have been used by various railroads for other reasons than their mechanical worth. That couplers of this description would prove failures has been fully predicted. On the other hand, there are couplers costing but very little more that can be relied upon to give satisfaction, and the purchaser can get *good* couplers by paying for them.

Regarding strength. Couplers can be purchased today that the makers will guarantee to stand from five to eight blows of 1,640 pounds with 5-foot drop on the guard arm, and will stand a pulling strain of from 175,000 to 200,000 pounds *without* injury to the knuckle or locking device. We do not think it necessary to require such strength as this for any cars or engines yet constructed, but those who do can be supplied.

We do not think it would be amiss to again compliment the gentlemen comprising the coupler Committees on the successful result of their labors, believing that they adopted the only device that could have accomplished the results that have been obtained, nor can we refrain from suggesting that the severest critics have been those who had the fewest couplers in use and,

we believe, for that reason would be least likely to know their merits.

Let us all remember that the present automatic coupler is a piece of machinery, and, like our air brakes or trucks, requires a little attention and occasionally a drop of oil.

Respectfully submitted,

WM. GARSTANG,

I. G. RAWN,

J. M. LINDLEY,

Committee.

President: You have heard this report of the Committee appointed at the last meeting to prepare a report, which is, in a measure, in answer to a paper submitted at that meeting by Mr. Leeds, of the Cincinnati Division, on the coupler question. I think it would be impossible for anyone who has simply heard this report read to have followed it closely enough to undertake to get up and discuss the points raised by the Committee's report.

The report is now in your hands, what is your pleasure with reference to it?

Mr. McChesney: I move that the report be received and spread upon the minutes.

Seconded and carried.

President: In accordance with our usual custom, we will proceed at once to dispose of this question, and therefore a discussion is in order, and if any gentleman here has some remarks which he wishes to make in connection with this matter, or wishes to criticise the report of the Committee or disposition taken, this is his opportunity. We had hoped to have a larger representation of the mechanical department here today; however, I am glad to see that we have a few mechanical men with us. As you no doubt all know, at the recent meeting of the M. C. B. Association, held at Old Point Comfort, the question of M. C. B. coupler occupied a pretty prominent part, and is to receive still more attention, which can not help, in the end, being advantageous for the railroad systems of our country.

Mr. Elliott: Mr. Leeds had intended to be here today, but was detained, and has sent a paper, an article, rather, in the nature of a rebuttal on the Committee's report, which I will read:

Louisville, Kentucky, July 6, 1899.

To the Members of the Central Association of Railroad Officers,
Cincinnati, Ohio.

Gentlemen: In my opinion the whole question of whether the present style of vertical plane coupler meets all requirements, or has come to stay, was fully covered by the assertion in my previous paper—that the *only* thing to do was to make it as efficient and economical as possible—and, further, in my opinion, this is borne out by the efforts that are being put forth by not only individuals, but strong committees of mechanical associations, some of whose memberships are composed of railroad officers in general.

Without commenting upon the apparent paradox of a piece of mechanism that was so perfect in its conception having after so many years so many doctors and nurses engaged in bringing it back to its supposed primal beauty and strength, we will pass direct to the criticisms of what I claimed were defects, and in this I wish to be entirely separated from published criticisms by others.

First, your Committee has collated a great deal of history, showing that a careful investigation had been made before adopting the vertical plane type. This I do not and did not deny, but rather intimated that it had. The only points to comment upon in that part of your Committee's report are their statements that a link and pin will not couple on a curve or under the then existing variations in height. There are many curves today where few, if any, vertical plane couplers will couple, and the link and pin has to be used; on the other hand, we were all of us at that time putting forth every effort to reduce the variation in height to a minimum, and today have it where an automatic link and pin will couple.

Next, you will notice when adopting this coupler, while the head was adopted as presented, it was deemed essential to have it attached to a shank far in excess in strength to what had been efficient with the old link and pin bar. Now, why was this essential? Simply because the assertion made by me that instead of the buffing and pulling strains being through the center line of this column, as in the old bar, these strains were received at the greatest point of adverse leverage, and far outside of the center line of column, and a shank of cast iron of the dimensions which had proven fully adequate in the draw-bar, would, if fitted with a vertical plane head, last no longer than the proverbial snowball in perdition. This being the case, all the force that must be provided for by the strengthening of this shank is exerted in a side strain upon the anatomy of the car. You will please note the stress laid upon the possibility of further strengthening this part of the bar, even to a theoretical 1,000,000 pounds. The link and pin bar could have been equally increased, but the head of the vertical plane has a limiting point at the pivotal point, and this can not be increased beyond about the degree given by your Committee, viz.: 175,000 to 200,000 pounds, and in order to get this the bar has to be made of the very best steel known. Your Committee says that they do not think this necessary, and the fact that this is quite generally endorsed explains why, while contending for the best of workmanship and material, couplers which will stand the common average of from 125,000 to 130,000 pounds not only unlock and become inoperative, but actually break in ordinary every-day service, and still receive endorsement as fulfilling all requirements. In many cases this condition has obtained because so many roads have felt pecuniarily obliged to equip their cars as cheaply as possible to comply with the law, and this practice will undoubtedly be followed by such investigation of actual comparative economy that within a few years the result will be not only the survival of the fittest, but, I hope, the demand for the 175,000-pound bar, as, in my opinion, when at its best it is none too good; at the same time, while having

er first cost, such a bar will ultimately prove most econom-

As an example, I will state that some years ago we shipped ninety cars with ten cars each of nine different makes of couplers. These cars were all of one class and in the same service, used in the same trains and on the same division. We employed a man for about one year whose business it was to investigate any defect or breakage, so that a fair comparison could be made. At about the same time we had a number of couplers cast from our own pattern and applied to the same class of cars and in the same service; today the local officials of the division report that of the couplers on the ninety cars there were none in existence, while of those from our own pattern 90 percent are not only in existence, but operative, and that there had not been any of the main parts renewed on account of breakage. These couplers cost us about 20 percent in excess of market price for first-class couplers at that time (or of the others), but in my opinion there can be but little question of their economy.

Again, returning to the matter of draft strains being out of line, please note the qualifications made by your Committee, "when being hauled on a straight track." I do not appreciate the dangers to trains coupled by a link and pin on a straight track and have nothing to retract as to the evil effects of side draft strains induced by a rigid connection, and the moment you have a straight line none of the conditions as outlined by the Committee will obtain, except with chafing irons far apart, which is not practicable on a freight car, or any other, unless equipped with side springs to hold the bar central. As to their remarks relative to draft rigging, I hope they will prove mischievous who will convict and convert the managements of railroads to the extent that no car will be received in interchange unless supplied with a draft rigging at least equal to the present C. B. recommended practice, and further stimulate them to the production of a still better rigging.

As to a matter of buffer, this is absolutely a matter of economy, and if it is demonstrated that by protecting the draw-

bars and draft rigging they pay for themselves, it is reasonable to suppose they will be adopted.

As to the assertion that the vertical plane was perhaps improvidently, if not hastily, adopted, and the Committee's statement of the several thousands of automatic link and pin couplers patented, I venture the assertion that not one of them was invented by a man who was thoroughly acquainted with the requirements or the conditions under which they had to work, and comparisons of what has been done and what could have been are as fallacious as the comparisons of the cost of maintenance of the vertical plane as against the cast-iron link and pin bar, upon which no attempt was made for improvement. Further, I will state that I do not know of an automatic link and pin bar that fulfills my ideas of an efficient coupler, and as advocates of existing link and pin bars are criticised by your Committee, I consider it but just to them to explain what I consider two essentials that are not covered by any of that type of coupler that I am acquainted with. First, any automatic coupler should be complete in itself; this would necessitate each bar carrying its own link and pin always ready for service without adjustment by hand. Second, cars must be coupled, or held apart, so as to reduce the slack of trains to a minimum.

As it would be impracticable to carry such a link centrally, it would necessitate a double arrangement of link and pocket in each bar, side by side. On a horizontal plane this could be readily done by placing the link and pockets diagonally, so that the turning of the car would always bring a link opposite a pocket. This would introduce one of the defects of the vertical plane, *i. e.*, a draft out of center when on a curve or when both links were not of exact length, but in not near as great degree as in the vertical plane, from the fact that greater side play could be given between carry irons, and the leverage of the rigid connection avoided. Now, as to the slack. Why, if we must have buffers to protect our vertical plane from the rude buffetings that his poor forlorn brother had to stand naked and alone, why not have a good one and so introduce what would

have made it possible to render efficient a 1,000,000-pound bar? In my opinion if the cost of an efficient vertical plane coupler, added to the cost of the partial buffers, had been applied to the adaptation of the link and pin bar and spring buffers that compressed when in the act of coupling to such an extent as to hold the slack at all times, then we would have had a coupler that would not only have fulfilled all requirements and could have been increased to any limit of strength, but would have been far more economical than the present.

Your Committee remarks on what they deem as facts, *i. e.*, that the critics of the vertical plane are those who have but a small number of cars equipped. They evidently overlook the fact that our equipment is universal, and that the interchange very probably brings so many cars onto our system that have been equipped as to enable us to judge just as intelligently, and perhaps more so, than as though the same number of our own cars were equipped and we saw no others, we might have been so fortunate as to have adopted an efficient coupler, while now we see them all; if not, then as great a variety as we wish to.

There has been an intimation conveyed to me by a man whom I consider above misrepresentation that there was a sentiment that in some of the articles published an inuendo was thrown at the original M. C. B. committee. To any such sentiment on my part I wish to enter an earnest and vigorous disclaimer. I am as well satisfied of the honesty of their convictions that they were approving not only the best that had been presented to them, or that they knew of, as I am of the honesty of my opinion as expressed to you, and protest against either of us being held for the infallibility of such opinion by those who differ. In conclusion, I say to you I have no apology to offer; if any is required you must demand it of the Cincinnati Association, as it was not as a volunteer that I came before you the first time, and this present appearance was, in my opinion, made necessary by your own action. I fully appreciate how much more comfortable (and oh, so much more popular) one is who drifts, but evidently some of our members had either formed

doubts themselves of the satisfactory workings of the vertical plane coupler, or had them from others, and made me the scape-goat; at the same time, while I believe the criticisms that have been made will in the end be of a great benefit to the present type of coupler from the fact that these criticisms and actual experience have aroused many officials of all classes to looking at the question from an operating standpoint. I do not believe it would be good policy to revert to the link and pin, or, at least, not until such a one shall be devised as would clearly demonstrate its superiority over the vertical plane, as this would in a great degree bring us back to the chaotic condition that formerly existed. The whole facts are that I was plainly asked if Moses had made any mistakes, and, believing that he had, I exhibited them as I saw them, but not with a view of correcting them. In my opinion a committee could more profitably employ themselves in making recommendations on the increase of efficiency, durability and safety, and as pointers will say the present construction is such as to necessitate too nice adjustment of unlocking rods and chains, and not enough allowance for natural wear. All locks should pass the unlocking point to such an extent that a slight bending of the lift rod or the wear of chain would not prevent their unlocking, and should also have clearance enough so as to never ride the chain when carry irons get slack; in other words, when the lift rod is on the holding ledge there should be a clearance above and below the lock, and the lift rod should extend entirely across and be operated from either side of the car. Next, in nearly all, if not all, the present locks the bearing against the tail of the knuckle is not only of so restricted an area that it soon wears, but it wears into a wedging shape, or incline, that tends to unlock them by forcing the lock up. In my opinion not only should the lock find a full bearing across the tail of the knuckle, but should be made with an incline that would hook under, that is, largest at the bottom; and further, this lock should also bear against the wall of the coupler. To achieve all this would necessitate the locking block riding the tail of the knuckle, but as Titus and

Bossinger described this in patents that have long ago expired, the only conflict with any present existing patents would be one of construction, and an efficient lock of this kind could be easily designed. A lock set or a coupler which could be uncoupled without opening the knuckle and left in position to couple without either holding it up by either hand or ledge or resetting after once uncoupled is a greatly desired article. Of course, all of these points are now claimed, in whole or in part, but are they operative at all times? In fact, is it not true that inoperative couplers are a greater trouble and more dangerous than broken ones?

As a postscript to the foregoing I will say that, if any of you gentlemen take enough interest in the matter to take the trouble, I am told you can, by visiting the laboratory of the National Malleable Iron Co., of Cleveland, see a graphic illustration of the internal and infernal strains our equipment is subjected to by this method of coupling that will be a revelation to almost anyone. Of course, their coupler does not show up as bad as others, but it is their show.

Yours truly,

P. LEEDS,

Supt. Machinery.

Mr. Carney: I think the ground has been pretty well covered. There is one thing that I might mention in connection with this subject that we have been doing on the St. Louis Division of our line, which we find works very satisfactorily; that is, we have been oiling the inside of the knuckle with a very cheap grade of grease, which we get from the Standard Oil Co.

President: I think that is a very good point to raise, and perhaps those gentlemen present who have not seen it tried, or have not thought about it, can carry that idea home with them to good advantage.

Mr. Flanders: Do I understand that you simply oil cars when placed on the repair track?

Mr. Carney: When a car comes on the repair track for any

Note.—A minority of the Committee recommends that in addition to the above form there be provided columns to enable conductors and enginemen to register the time when their watches are compared, as per new Standard Code, Rule No. 3.

3d. We recommend special protection for conductors' train registers, either by cabinet or otherwise, to secure safety, accuracy and legibility, and that the use of the ordinary book register be discontinued.

4th. We recommend that each day's registration, when it has served its purpose, shall, as soon as practicable, be removed from the register, checked and filed.

Respectfully submitted,

(Signed) T. F. WHITTELEY,

C. W. HUNTINGTON,

J. H. GLOVER,

Committee.

Mr. Murphy: I move that the report be received and spread upon the minutes.

Seconded and carried.

President: This paper is now open for discussion.

Mr. Flanders: Will say that I have been using the cabinet register for several months and find it very satisfactory, and it makes a nice, clean register. This cabinet is locked and the key is in the hands of the agent at the station, but the day and night operators do not have a key. If a man makes an error in registering he can not come back the next day and alter it. The question was brought up that sometimes a freight train arrives at a station and two or three passenger trains pass in the meantime, how would the freight train register out, as this register is on a long sheet and is rolled up after each man registers, so that the freight train which arrived first and had registered previous to the passenger trains could not register its departure. The party who got up the register saw the point and made an offset in the glass, which will admit of four or five registering and still be able to register out. I think it is a very

with the registers we had. If there are any very good reasons why a cabinet register is better than the present style of register, I think we would be willing to adopt them on our line.

Mr. Martin: On my division we have had up the matter of train registers with reference to improving the train register and keeping it in such a way that the corners will not turn up and that it might not get so dirty. On our division we have a case made that we find keeps the register perfectly clean, except where a man will naturally get his hands on it. We simply put the register in a box, probably two inches high, and when anyone registers, his arm rests on the top of the box. We also make it a rule to put in a new register the first of every month, and at the end of the month they are taken out and filed away. I had one of the boxes made a few days ago and sent it to our people at Louisville to have it adopted all over our system. On the top of this box we have a slide, so that a man registering on one side of the sheet can shove the slide on the opposite side and in that way keep it covered. It is simply a small box made of light wood, and we find it very satisfactory.

In discussing the form of register, we concluded that it was important to put the train number, engine number and then your signals. The present form is arrival, departure and then the signals. We found that a man registering in a hurry would be very liable to run in the signal column and cause a confusion, and thought it would be much better to put signals carried immediately after the engine number.

President: I would consider that it will be good practice to have the train number, engine number and then signal.

Mr. Martin: Referring further to the form, do not think it necessary to provide a column for signals carried from and to.

President: I think the column from and to should appear, as it is important, for if not, a train might register as carrying signals from a certain station, and when it arrives at an intermediate point receive orders to take down the signals, and as there would be nothing to show from and to where signals were carried, simply signals carried, it might cause confusion.

President: I believe that we can safely say that the report of the Committee is in line with good practice, but as any action we might take would not be binding on our members, it will not be necessary to dispose of this question by motion.

After further discussion this matter was passed and the next order of business taken up.

**Report of Special Committee on Application Blanks
and Service Letters.**

Mr. Carson: As Chairman of that Committee, and for the benefit of those who may be here today and were not in attendance at the Indianapolis meeting last year, will say that I presented a paper at that meeting on application for employment blanks and service letter, and a Committee was appointed at that meeting to draft a suitable application blank and service letter; but it happened that the members of the Committee were so widely separated that we were only able to have one meeting in the past year, and the balance of the work was conducted by correspondence, and the result was that we have not been able to agree upon an application blank. We have one drafted, however, and it has what I consider a great many good features in it, but the committee is not prepared to offer it to the Association as yet, and as to that feature of our work we will have to ask for further time.

In regard to the service certificate, we have drafted one which we think will cover the ground, and I might say in this connection that out of about fifty thousand miles of railroad in this western country from Ohio to Colorado about thirty thousand miles of it use service certificates. The remainder are opposed to service certificates, and it happens that two members of this committee, Mr. Perkins and Mr. McKeen, are officials of lines which do not use service certificates, but they have agreed with me that this is the best form of service certificate, as it is a composite of the certificates in use on the various lines, and we offer same to this Association with our recommendation.

Form.....

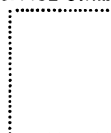
The St. Petersburg & Moscow Railway Co.

Record No.

OFFICE STAMP.

SERVICE CERTIFICATE.

Impression copy to
be taken in book
kept for that
purpose.



This is to certify That.....
has been employed in the capacity of
atin the.....DEPARTMENT
of the **ST. PETERSBURG & MOSCOW RAILWAY CO.**.....DIVISION,
from.....to.....

Description, as filed with application, dated189.....
Age,.....Height,.....Feet.....in., Weight,.....lbs., Color of eyes,.....
Color of hair,.....Complexion,.....Style of beard,.....
Marks or Deformity,.....
.....

.....
Signature of Person to whom Certificate is issued.

.....
Insert here Title of Official who is Author-
ized to sign the Certificate.

President: As I understand this matter your committee is not prepared to submit at this meeting a standard form of application blank.

Mr. Carson: We would like further time on that point.

Mr. McKeen: I move that the committee be given further time in which to formulate report.

Seconded and carried.

After considerable discussion by the members present on this subject same was ordered passed.

On motion meeting adjourned at 12:15 p. m.

SECOND SESSION.

Second session of the annual meeting of the Central Association of Railroad Officers was called to order by President Besler at 2:15 p. m., Tuesday, July 18, 1899.

The Maintenance and Operation of a Railway Telegraph Department.

BY W. S. GLOVER, C. T. D., C. B. & Q. RY.

Experience and observation reveal the fact that on most railroads the telegraph department is sadly neglected, or, if attended to, not in the proper manner to produce the best results. The fact that we do sometimes build new lines by setting new poles, putting on new crossarms and insulators; run copper wire through our larger towns and cities; run cabled wire from the office pole to the building, does not suffice and will not produce the maximum results and perfect working wires. Inside the building we find a large percent of offices badly equipped—poor wire and wiring, insulation off, uncovered wire against the wood, old, obsolete machinery, badly out of order and adjustment, in service fifteen to twenty-five years and badly magnetized. When the weather is damp and foggy you go out of business in the telegraph department and mail your telegrams.

Many a dollar is lost through the inability of the traffic department to make rates and arrangements in ample time, account of poorly working telegraph lines. There is no reasonable excuse for those conditions. You can, without incurring but a comparatively small expense, have circuits that are never weatherbound, but work perfectly at all times. I mean by comparatively small expense that the sum necessary would be trifling as compared with expenditures in other departments.

It is the practice of some of our telegraph and railroad companies to wait until the line falls down or is demolished by wind and then rebuild anew. This I think a poor policy. Railroad companies suffer severely sometimes in delay to their traffic and extra expense incurred getting the lines up. Lines should be repaired as requirements demand to keep them in first-class condition, same as you take care of your track, bridges, locomotives and cars. Early in the spring, say March, is the best time to organize your construction and repair force, as soon as the frost is out of the ground. At that time of the year you will find the better class of labor hunting work, and you can then secure a more proficient lot of men and get a better organization. When you wait until summer or fall the preferred class of common and skilled labor worth hiring has employment.

Where the work is heavy and warrants a large force of men for a considerable length of time I advocate the use of boarding, sleeping and tool car outfits, the same as bridge gangs use. You can then have your men closer to their work and keep your force as a rule intact for the season, if properly handled; for any gang you must have a first-class, reliable and experienced foreman. There is no particular or exact rule that can be followed in setting poles. Local conditions prevent. Poles should be tamped solid, one fourth of the fill-in should be coarse gravel or crushed rock mixed with dirt or sand. The number of poles to the mile varies, owing to the number of wires carried. Thirty-five are used on most lines, while on curves forty poles are used. The further apart you are able to put them the

better, as it lessens the avenues of escape for your current during wet weather.

Poles, as a general rule, are planted in ground to a depth of one fifth their length, when under thirty feet long. They should never be set less than four feet, and, as a rule in solid earth, not more than six feet. They should be set up on curves a trifle against their work—they should bear slightly against the lateral strain of the wires, so that the tension of the wires will pull them into a perpendicular position.

In following the topography of the country keep the top of the poles even by setting some a little deeper than others, using longer poles when needed. It is not necessary to have the poles an equal distance apart; place them to the best advantage so as not to have an upper pull on your insulator. When the line is to be raised, grade up two feet to the pole. Sudden elevation should be avoided.

Twenty-five-foot poles have been the minimum length. I know of rebuilt lines within the past year or two where the average poles used were only twenty feet long, carrying two four-pin crossarms, eight wires. I would recommend them because they will carry the strain better and not so much resistance to the wind, besides are less expensive in first cost and to set than longer poles. In England sixteen and eighteen-foot poles are used with the best of results.

Head guys should only be used at curves and sharp angles. The wire used for the guy makes a perfect route for your current to the ground. The same is true of lightning rods now used near offices and on every fifth pole to diffuse the lightning. The few poles and instruments saved by them are more than offset by the poor wire service during wet weather by ground leaks through them. You increase the expense of a current that is being wasted. You can favorably compare this condition to that of an engine leaking badly. I understand the Western Union Company has discontinued the use of lightning rods on new work.

Through towns and cities, and at points where there is

almost a continuous trail of smoke among your wires, they should be copper. Iron wire will not withstand the sulphurous and other gases more than three to five years. It becomes almost entirely eaten away, loses its conductivity and is easily broken.

More poles are burned than rotted off. Bank around the base of each pole with coarse gravel, broken stone or gumbo ballast from two to three feet in diameter and a foot deep. It preserves the poles from fire and prevents rotting.

All metals used in the construction of lines, instruments and battery material should be absolutely pure to secure the best conductivity and results. A very small percent of impurities increases the resistance to a detrimental point. Lines should have a thorough outside inspection once a year by a competent person, with suitable tools to examine poles, crossarms and wire.

Battery current costs forty-one cents per thousand watts. Dynamo current, two cents per thousand watts—thirty-nine cents less. A flow of thirty milliamperes per hour is enough to draw on your battery, for if called on for more you decrease its efficiency. You readily see the importance, both from a financial and efficiency standpoint, of the necessity of keeping the telegraph service in a high state of perfection.

Main batteries should receive almost daily attention, keeping uniform gravity and internal resistance in each cell. Six pounds of vitriol will, if properly used, consume one zinc. If more is used it is simply wasted. It should be used in small quantities at a time as needed. Avoid jarring and stirring up the fluid. In drawing off the fluid keep the white, or zinc sulphate, and the blue, or copper sulphate, fluids separate. This you can do if handled carefully with a syphon or battery syringe. In putting back old fluid in the jars put the copper sulphate fluid in first, then carefully add the zinc sulphate. By doing this you will get immediate action and better results. Care should be taken to keep the zinc sulphate from becoming a saturated solution. In that condition it crystallizes, stops chemical action and short circuits the cells, resulting in a waste of material. Battery should be kept in a dry, cool place, all

connections as nearly perfect as they can be made. Your electro motive force comes from the battery, and it should be as near perfect as possible. Where you have two or more local sounders the battery should be in multiple, and in series of two or three cells where you have a large number of sounders, in order to give sufficient voltage, taking care that the sounders are all of the same resistance. Local batteries constructed in this manner will give a uniform current, and require very little attention and consume one half less material.

The line foreman should be a practical telegraph operator, understand the construction and working of all telegraph machinery, all about the care and maintenance of the battery. He should have these qualifications, as well as being what is termed a good outside or lineman. If he does not possess this knowledge he should only attend to what he is proficient in. It is folly to delegate a person to perform a duty and that person ignorant of that duty.

The soldering of all joints is an important thing to do and do well. Look over every joint. Carefully inspect the line, cutting out every superfluous and poorly made joint. This too is an important matter. Every poor joint adds greatly to the resistance of your current. (Here show all kinds of joints and poor wire, etc.) Make a careful inspection of all office connections—each piece of telegraph machinery in them—once in every thirty to sixty days at furthest. This to be done by the chief dispatcher, division operator or some competent person sufficiently interested in the service to detect the slightest defect. It pays and pays largely to adopt this practice. Take on these trips a few pieces each of office machinery that you are liable to need, such as relays, keys, sounders, office wire, cutouts, plugs, relay and key springs, battery jars, zincs, coppers and vitriol. A kit of tools necessary to make any needed repairs to office machinery. Make these trips on the local or way freight trains. Hold the train when necessary to complete your work. Remove the rust (it is oxide of iron, almost a perfect insulator) and brighten the poles of the magnets, also the armatures. Take

the instruments and cutouts out of the circuit, examine them carefully, brighten and tighten all connections, see that they are clean, firm and solid. All instruments should be measured for their resistance and defects. Impress upon operators the importance of keeping their instruments in proper condition. When they do not comply, apply the proper remedy; good results will be forthcoming. Get the operators interested in the telegraph department. Teach them the proper manner in which they should keep their office machinery; all about the construction of instruments; how to adjust them; atmospheric conditions and effects; in fact, something more than the Morse characters, the cutting in and out of their instruments, and to draw their salary. Operators should report by wire any defect or needs in the telegraph department. The proper material or appliance should be sent *at once* to the office ordering. Delays in filling requisitions or making repairs, or an indifference on the part of the official in charge, quickly tends to place the operator in the same condition. Then and there your telegraph department deteriorates. This is also true in other departments.

Keep careful record of all material sent to each office, also defects in office machinery and repairs. By this you can readily locate an operator who is wasteful, destructive and careless. The average cost of putting on insulators is eight cents each. A division of three hundred to five hundred miles will use two to four thousand yearly. To reduce this expense and lessen your wire trouble train and enginemen and sectionmen, especially the latter, should be vigilant in watching wires and promptly report to proper official trespassers, and immediate action taken to apprehend them.

Until more attention is paid to them and proper experiments made, I can not say positively what kind of instruments should be used. Local conditions will regulate that. There can not be any particular standard of box and open relay. On long circuits and old lines, with numerous offices, a twenty-five or fifty-ohm relay will give better results than high resistance relays. I have used the multiple relay very successfully, but prefer a

series wound instrument. Lines should be treated same as we do engines and cars. We ascertain what an engine can handle and the load the car can take. The same is true of telegraph lines—find out what a line must be equipped with in battery and instruments to give the most economic and proficient service. Each chief dispatcher or division operator should be furnished with necessary instrument to measure ampereage, voltage and resistance, *i. e.*, milliammeter, voltmeter and galvanometer, or wheatstone bridge. These will enable him to properly locate all kinds of trouble and defects in line, battery and telegraph machinery, to properly distribute the current on different circuits. If properly used they would pay for themselves in short time.

Relays should be adjusted with the armature exactly perpendicular, and as close at the contact points as you can get them and break the circuit. Magnets should be turned up as close to the armature as they can be placed and not touch. During wet weather, if necessary to turn back the magnets, it should be the least possible distance; they should again be turned up to close position as soon as the weather is dry. If your line is properly insulated and has the proper amount of current on it, your instruments will work with magnets turned up close at all times.

In order to break circuit and work with different offices, the high potential should be at the distant end and the low potential at central or dispatcher's office on train wires. This will enable you to work with less fighting of circuit and interruption by the outlying offices being out of adjustment. As near as possible separate battery should be used for each wire, even though you have to add a few more cells. You will get far better and more economical results than you will from large tap in batteries.

Each road should have a book of rules and instructions that briefly, but to the point, covers the foregoing. Make it imperative that one of the requirements necessary for a position as an operator is a thorough knowledge of this book in theory and practice. You will then be operating your telegraph depart-

ment on a scientific basis from practical standpoint. It would require too much of your valuable time to go into the minute details of the maintenance and operation of railway telegraph lines. These are briefly stated matters as they occur by actual experience, not theoretical, and I truly hope that the foregoing is of sufficient importance to compensate you for the time I have occupied.

Mr. Tompkins: I move that the paper be received and spread upon the minutes and that a vote of thanks be extended to Mr. Glover for his very able paper.

Seconded and carried.

President: This paper has been placed in the hands of the Association for some time past, and you have all had an opportunity to read some of the thoughts it contains, and as we have a large attendance of telegraph men, men who have come from the telegraph department, a full discussion should be forthcoming on this paper.

Mr. Chenery: It seems to me that Mr. Glover has covered the ground pretty thoroughly. It occurs to me, particularly in large cities and relay offices, that most of the operators know very little about the care of instruments or batteries, and know very little of the switchboard and adjustment of the instrument. A great habit of many is to take care of the springs, and that is about all, and it seems that operators will not learn that the spring is not meant to do all the work. I think the point brought out as to the care of instruments at local stations, charge of the battery, etc., is a very good one, and railroads should recognize the fact that the telegraph department does not stop with the mere construction of the wires.

Mr. J. W. Riley: Mr. Glover has presented an able paper and a paper I am glad to see. No doubt all who have had experience in dispatching trains know what trouble it is to have poor wires, and I think there are very few Superintendents who give the telegraph department the attention they should. I remember a particular case a few years ago when we had a severe sleet storm, which blew down about forty miles of wire. The

section men to have put up that wire would have taken from one week to ten days. As it was, I organized a force and put it up in about twenty-four hours, and it was a great surprise to our road men. I think there is a good deal of money wasted in not watching the telegraph department as closely as it should be watched. The ground has been pretty thoroughly covered in this paper, and it would be well to follow out the suggestions.

Mr. Hammond: I do not know that I can add anything to what has been said on the subject. However, as an ex-operator I can fully appreciate what has been said about keeping instruments in proper shape, and I have made it a point while I have charge of office operators to call their attention to the necessity of keeping their local batteries in a tidy condition and in good working shape. In passing over the country on different roads it is surprising to see the number of operators slovenly about taking care of the batteries, and I think that it is responsible for what we term "bulls" in messages. The operator will let his instrument run down and then he can not possibly get good service out of it, and then he will begin guessing at what has been transmitted; I think those in charge of station agents and operators, especially Trainmasters and Division Superintendents, should make it a point to see that operators give attention to those matters, as well as keep their station generally in a tidy condition.

President: I note Mr. Glover says in part: "Can not say positively what kind of instrument should be used," and "can not be any particular style of box or open relay." Perhaps there are some who do not agree with that position, and that is a point I should like to have some discussion on. Can anyone say what kind of instruments should be used, and can anyone say that any particular style of box, or open relay, should be used?

Mr. Rhoads: Two years ago we had a number of box relays on our system, and as you all know, it usually makes about one-quarter the noise of an ordinary sounding board, and we now have only about half a dozen left on the Big Four System.

As to the form of other relays, we are coming around to the low resistance relay, or that pattern of which Mr. Ryder, of the C. & Q. Ry., is the father in late years. I would also make mention of a point or two which Mr. Glover refers to. With reference to the Western Union Company discontinuing the use of lightning rods, he is evidently misinformed. Again, with reference to having linemen who are practical operators. Our experience has been that it is hard to get practical operators to make good outside men—they might make good operators inside, but it is hard to get them out on the poles. We usually choose men of the construction department who have had three or four years at construction work to take charge of vision linemen.

Mr. Ryder: I wish to disclaim any parentage in regard to the low resistance idea, but I think a great deal of credit does belong, not to the originator, but to the man who has recently brought the subject to our notice. As a matter of fact, the multiple scheme was patented thirty-five or forty years ago, and there was no great demand for the system at that time and there was no use made of it. The matter has been up before the Association of Telegraph Superintendents, and a Committee has worked about four years along the line of bettering the wire, particularly during bad weather, and the report of that Committee has been in favor of the low resistance relay, primarily the series scheme, and secondly the multiple, in that the latter not only allows us to use the apparatus already on hand, but enables us to get better service out of the same apparatus. I think Mr. Glover struck the keynote of the situation in suggesting personal inspection of the offices by the chief division operator, but the trouble on the majority of the roads is that the chief dispatcher's time is fully occupied with other duties, which keep him in the office continuously, and he is seldom out on the road, and consequently is not closely in touch with either the offices or the men running them, and it is most certain that nothing but good can come from these personal inspections.

President: What has been the experience of the lines using

the low resistance relay under the varying conditions of the weather?

Mr. Chenery: At the Union Station in St. Louis we not only have the low resistance relays of 25 ohms, but also have multiple relays as mentioned. The multiple, I think we have three in the office, give very good satisfaction, but the 25-ohm relay, I find, will work on any wire in the office under all conditions; that is, if the wire will work at all. It has frequently happened that where an instrument would not work in rainy weather we have put the 25-ohm instrument on that wire and would be able to work without changing the adjustment. My experience is that the low resistance relay gives better satisfaction than any other.

Mr. Ryder: Would like to go a little further into the subject of the low resistance relays, as I think it is a subject of interest to us all. The trouble with our wires is that they are not working properly at the time when we need them the most—in bad weather. The old style relays were frequently absolutely inoperative in bad weather, and we find now that those same relays, when equipped with low resistance, can work with any kind of weather with practically no attention to the adjustment. One argument raised against the low resistance relay has been the question of increased expense. There are two points to be considered in looking at that question: first, this increased efficiency is worth how much to you? and, second, really how much increase is there? I realize that the first question is a very hard one to answer; but if you are going to have service that will work through bad weather, I think that you can afford to spend a considerable amount for the increase of battery current required. So far as the additional expense, there are practically no figures available, but the Committee that I mentioned before reported that on one road, where a record had been kept of the battery material used on that line for a number of years, there was practically no difference shown in the total expense per year during the past two or three years, where a majority of the wires have been equipped with low

resistance relays, as compared with years prior when nothing of the kind had been attempted; in other words, that the statement that, the expense would be increased to a very large extent, was unfounded.

Mr. Garrett: On the Illinois Lines of the Wabash we have one office where we have fifteen operators, three sets of operators, eight hours each, and we have it so arranged that an extra operator is working all the time, sixteen in all. The extra man,—the odd man, is sent out on the road under pay, in order to get acquainted with the agents and men with whom he does business, and we figure that we get exceptionally good results from this source. We surround our boys with all the conveniences of a first-class dispatcher's office, and have only one entrance to the room, and that is through the chief dispatcher's room.

Mr. Hammond: Would like to ask Mr. Garrett what he means by a first-class dispatcher's office.

Mr. Garrett: I mean an office located about in the tenth story, where you can pull the ladder up after you get in it and no one can reach you; do not let the conductor or anyone else converse with the dispatcher, except through the telegraph office or after hours.

After further discussion by the members present this subject was passed and the next subject taken up.

Secretary: Before we proceed to the next order of business I have a communication which I will read from Mr. M. S. Connors, authorizing Mr. J. D. Berry to represent the Columbus Division at this meeting.

Columbus, Ohio, July 17, 1899.

Central Association of Railroad Officers,
St. Louis, Missouri.

Dear Sirs: I regret exceedingly my inability to meet with you in Annual Convention, especially so, since I learn through press dispatches of the acceptance by our worthy President of service with an eastern railway and his probable forced absence on this account.

The return of prosperity has struck this section of the country with such volume of business that I feel my presence is needed here at this time, and I must therefore forego the pleasure of joining you. I have designated Mr. J. D. Berry, of this city, to represent me at the Association. Yours very truly,

(Signed) M. S. CONNORS.

**Description of the Electric Train Staff and its Operation on
C. N. O. & T. P. Ry.**

BY W. J. MURPHY, SUPT. C. N. O. & T. P. RY.

The staff is a steel pipe twenty-two inches in length, on the end of which is stamped the names of the two points which bound the limits of the block.

The staff performs two duties: first, it is a key with which to unlock the levers which operate the semaphore blades, so as to permit the semaphore signals to be set to a vertical or safety position for trains to proceed (these signals can not be set to the safety position without first being unlocked by the train staff). Second, it takes the place of, and has the same effect as, a written train order, inasmuch as the possession of a train staff by the engineman or conductor, or both, gives to them the absolute right of track through the block over all trains.

Only one staff can be taken from the machine at a time. When the staff has been withdrawn from one machine another can not be withdrawn from either until the staff previously removed has been placed in the same machine, or in the machine at the opposite end of the block.

The staff machines at both ends of the block are electrically connected together. When it is necessary to take a staff from one of the machines the operator at the opposite end of the block must be signaled to unlock the machine so that the staff can be taken out.

When a train is ready to proceed south, for example, the staff operator at the north end of the block will signal the staff operator at the south end of the block by pressing down twice

the bell lever on right side of the staff machine. The operator at the south end of the block will acknowledge this call by pressing down twice the bell lever on his staff machine. The operator at the north end of the block will then give the bell signal to unlock his machine and immediately turn the right-hand indicator to the position "For Staff." The operator at the south end of the block, on hearing the bell signal, will immediately press down his bell lever and hold it in this position until the needle of the indicator ceases to vibrate, which will be evidence to him that the staff is out. He will then turn the left-hand indicator to the position "North Staff Out." When the staff has been released from the machine the operator at the north end of the block will turn his left-hand indicator to the position "North Staff Out." The staff must then be inserted in the lock of lever machine and turned to the right; this releases the levers of the signal governing the track to be used, and permits the signal to be thrown to the safety position. When the signal has been set at safety the staff should be turned sharply to the left and withdrawn from the lock, and then be delivered to the train desiring to proceed.

Light engines are given the full staff; passenger, freight and work trains are given the divided staff; that is, half of the staff is given to the engineman and the other half to the conductor of the train. The staff thus given to trains must be delivered by the enginemen and conductors to the operator at the opposite end of the block on arrival there, and the staff must then be put into the machine immediately and the bell signal given to the operator at the opposite end of the block that the train has passed out of the block.

PERMISSIVE ATTACHMENT.

The permissive attachment is used when more than one engine, freight or work train going in the same direction desire to use the block, and then only by special permit from the superintendent in each case.

The Permissive Attachment is never used for passenger trains.

There is but one permissive staff and six tablets (tablets are cast iron, 6 inches long, 2 inches wide and $\frac{1}{4}$ inch thick).

When necessary to use the permissive attachment the permissive staff is released in the same manner as the ordinary staff and inserted into the permissive lock on the right of the staff machine and the tablet case unlocked. The staff is then used to unlock the lever machine so as to permit the semaphore signal to be set to safety for trains to proceed.

A tablet is then given to the engineman of each section, and the engineman of the last section (if it be a light engine) receives all the remaining tablets and the staff chained together but if it be a train, the engineman receives the remaining tablets chained together and the conductor the staff. When the operator at the opposite end of the block, after the arrival of the trains, has received all the tablets and the permissive staff, he must unlock the tablet case with the staff and place the tablets therein. The staff must then be put in the staff machine and the bell signal given that "Train has passed out of the block."

Until the permissive staff and all of the tablets have been placed in one of the machines, no staff can be withdrawn from either machine.

In all cases the semaphore signal must be thrown to the danger position when the rear engine or the rear car of the last train has passed 150 feet into the block, and the operator will immediately signal the staff station in advance that the train has passed into the block. The operator is required to promptly signal the entrance of trains into the block, in order to insure the setting of the semaphore signal to danger, as he can not signal the entrance of the train into the block with the signal in the safety position for the reason that the safety position of the signal breaks the circuit and the circuit can only be restored by the signal being set to danger.

CODE OF BELL SIGNALS FOR ELECTRIC TRAIN STAFF.

To attract attention—two taps, thus	--
Unlock my machine—three taps, thus	---
Wait, can not unlock now—four taps, thus	----
Train has passed into block—two taps, two taps, two taps, thus	-----
Train has passed out of block—two taps, two taps, two taps, one tap, thus	-----
Testing staff bell—eight taps, thus	-----

GENERAL RULES.

Semaphore signals in connection with the operation of the staff must always be kept at danger, except when necessary to change to safety to permit trains to proceed. For trains to proceed, the signal must be in the safety position, and in addition to the signal to proceed, no train must be permitted to leave a staff station without being in possession of the staff or a tablet. All trains must approach staff station under full control, prepared to stop if the signal is against them.

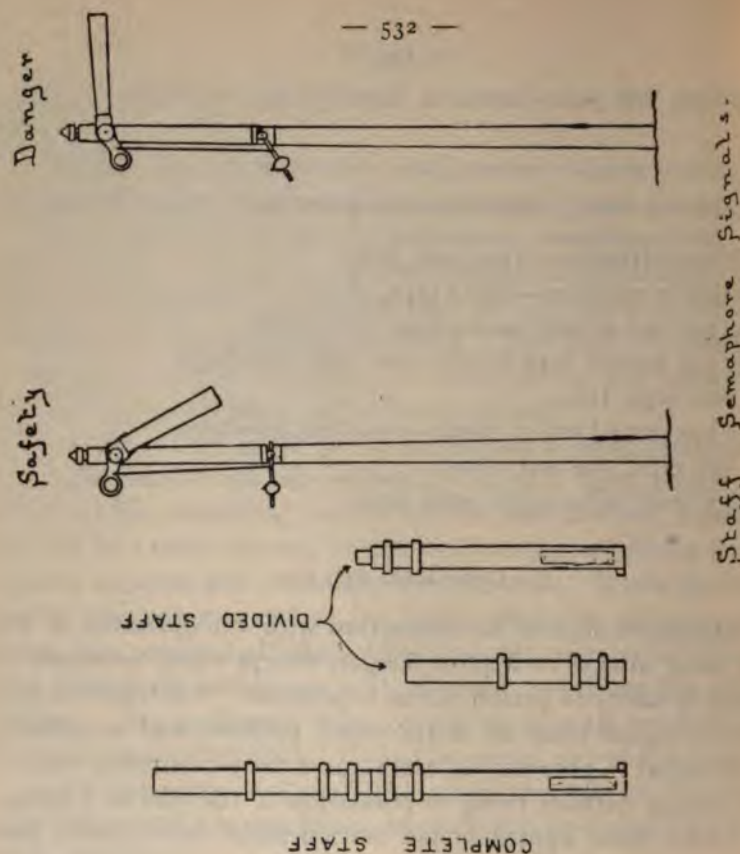
The engineman and conductor of a train are the only persons authorized to receive a train staff or tablet from the staff operator, who must personally hand them to the engineman and conductor. On arrival at the opposite end of the block the engineman and conductor must promptly deliver the staff or tablets to the staff operator, but the operator must never receive a staff from the conductor of a train until the last car has passed the signal or is clear of the block station. In case a train parts, or it is necessary to double, the train staff or tablets must be retained by the engineman and conductor until all of the train is clear of the block.

Under no circumstances will a staff or tablet be transferred from one train to another. They must be delivered to the oper-



ELECTRIC STAFF MACHINE.

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ator and the operator must pass them through the instrument in strict compliance with the rules.

In case of failure of the staff apparatus, trains will be moved by the train dispatcher, who will, before issuing any train orders over the territory covered by the electric staff, ascertain beyond the possibility of a doubt that the block is entirely clear, and that all the staffs at both ends of the block (31 in number, including the permissive) are in the staff machines.

When an order is to be transmitted for movement of trains in the electric staff limits, signal 27, meaning staff telegraphic train order, will be given to staff offices, followed by the word copy and the figure indicating the number of copies to be made, and all the requirements of a 31 order, as per General Rules 509 and 510, will apply to the 27 order.

When the staff apparatus is repaired and ready for operation the train dispatcher, after he has ascertained positively that the last train moved by a 27 order has arrived at the staff station to which it was authorized to proceed, will then direct the staff operators at both stations that the trains may proceed in accordance with the staff rules.

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**The Use of the Stereopticon a Necessity in the Better Education
and More Intelligent Training of Railroad Employees.**

BY W. J. MURPHY, SUPT. C. N. O. & T. P. RY.

In the successful operation of a railroad a thorough knowledge of the signals and the different combinations of signals by the train employees is of vital importance. In fact, it is equally as essential that trainmen readily read and understand the signals as it is that they read and write the English language; for upon a thorough knowledge and a strict compliance with the language indicated by the different signals depends the safety of both lives and property. The more thorough the education and training of employees in the train service the less the liability to accidents. For this reason we became convinced that in the examination of trainmen, especially in the use and meaning of signals, a method other than the mere stereotyped interrogatories and the use of the arm of the examiner in explaining what is meant by the horizontal and vertical positions of the signals, was an absolute necessity, and we therefore had made to use for this purpose small models of the different signals, cuts of locomotives and trains displaying the various kinds of signals, classification, markers, etc.

Horizontal and Inclined
Illustrations by Examiner.

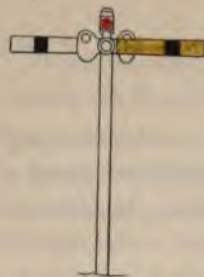


HORIZONTAL.

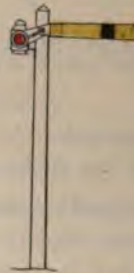


INCLINED.

Illustrations by models—



TRAIN-ORDER SIGNAL



HOME SIGNAL



DISTANT SIGNAL

While we found this scheme to be a great improvement on the original plan, we still felt that the system of examination was far from complete, the principal reason being that the examiner had no means of ascertaining for a certainty whether or not the men examined had an intelligent understanding. Apparently they did have, but now and then a case would develop that indicated very plainly that their knowledge was very defective, and at times dangerously so.

In large, complicated and busy yards there are many and various kinds of signals—home, distant and dwarf signals—governing movements over different side tracks, movement of trains in different directions on the main track, electric staff and switch signals, etc., and it is very difficult for the examiner, by mere interrogatories in cases of this kind, to arrive at a satisfactory conclusion as to the exact knowledge of the situation in its entirety by the candidate being examined.



SOUTH APPROACH TO OHIO RIVER BRIDGE, C. N. O. & T. P. RY.

We may illustrate by a certain interlocking plant, the first one that was put into operation on the line. It was located at the entrance or throat of a busy yard, and between the yard and the approach to a (single track) bridge. There were bridge signals, in connection with the electric train staff (which is used on the bridge), as well as the signals in connection with the interlocking apparatus, and to make the problem more complicated, two of the signals governing trains coming off the bridge and entering the yard had to be located on the wrong side of the track; that is, to the left of the engineer. The rules governing the operation, together with cuts plainly showing the tracks, signals, etc., were placed in the hands of employees two weeks previous to the time the apparatus was put into use. The rules were made as plain as they possibly could be, and the conditions were fully explained to the employees; and when they were examined the men appeared to fully comprehend the situation, but during the first week of operation it was evident that the apparent knowledge of the men, when put to a prac-

tical test, nearly ruined the apparatus. Switches were run through, in many cases damaging the switch points, breaking and buckling the connections, etc., and the worst feature of the case was that the men did not appear to benefit by their experience. We finally went there personally and arranged for the employees of all grades to meet us on the ground, where we went over the situation in the minutest details, pointing out each signal, the track it governed, and personally explaining the difference between the bridge signals and the interlocking signals; in fact, leaving nothing in connection with the relation of signals to tracks that we did not explain very thoroughly. The result was that after that time we had no further trouble. It was experiences of this kind that emphasized the necessity for a method that would be more comprehensive, and not only assist the train employees to a more thorough understanding of the meaning of the signals and of the rules governing their use, but one that would also enable the examiner to ascertain definitely their efficiency in this respect, and to correct any misunderstandings found to exist.

By the aid of the stereopticon any existing conditions can be brought into the examining room, not only the signals, but the tracks, the signal towers, the bridge, the bridge signals, the ground itself, so that the employees can see the situation in the examining room as it actually is on the ground, and the examiner is soon able to determine whether the candidates who are being examined fully comprehend the situation.

ILLUSTRATIONS BY THE STEREOPTICON.



NORTH END OF LEXINGTON YARD, C. N. O. & T. P. RY.

In the education of trainmen the object desired is not only that they should have a thorough knowledge and uniform understanding of the signals in their various positions, but they should also be taught the relations which a particular signal or appliance has to something else; in other words, they must know definitely the relations existing between a signal and its intimate surroundings. For instance, in the case of a home signal with several arms, one or two of which may indicate proceed; It is not only necessary to know the position indicating proceed, but it is also necessary, in order to proceed as indicated by the signal, to know absolutely the particular track governed by the vertical arm.

The use of the stereopticon develops the knowledge or the lack of knowledge of the employees, not only as to signals, but also as to their proficiency in the train rules generally.

Interlocking Signals at Grade Crossings.

ILLUSTRATIONS BY THE STEREOPTICON.



INTERLOCKED R. R. CROSSING AT GRADE. L. & N. AND
C. N. O. & T. P. R. RS., JUNCTION CITY, KY.

As an illustration on the screen is shown by the aid of the stereopticon, a railroad crossing at grade equipped with interlocking, distant and home signals, the question is asked of the party being examined, first, which signal is the distant and which is the home signal?

Answer.—The one with the forked end is the distant signal, and the one with the square end is the home signal.

Question.—How are these signals distinguished at night?

Answer.—The distant signal by a green light, indicating caution, and by a white light, proceed. The home signal by a red light, to stop, and a white light, to proceed.

Q.—What do the rules require of a train approaching a railroad crossing at grade?

A.—Unless protected by interlocking switch and signals, the train must come to a full stop at a point not less than 300 feet from the crossing.

Q.—When the distant signal is in the position shown on the screen (inclined), what does it indicate?

A.—It indicates that the home signal is also in an inclined position, and it is all right to proceed.

Q.—When the distant signal is in the position shown on the screen (horizontal), what does it indicate, and what would you do?

A.—It indicates that the home signal is also in the same position, which means stop. Would reduce speed and proceed carefully, prepared to stop when home signal is reached.

Q.—What does the rule require in approaching these signals?

A.—The brakemen must be in their proper positions on the train. The air must be tested one mile before reaching the crossing, and the brakes must be applied at a sufficient distance to leave time enough for the brakemen to stop the train if signalled by the engine whistle to do so.

Q.—What are the additional precautions required by the rules in bad weather?

A.—During fog or storm, or at any time when signals at junctions, yards, drawbridges, or other important places, can not be plainly seen at points controlled by such signals, stop and send a man ahead to ascertain position of signal, and only proceed as track is known to be safe.

Q.—By the rules who are to watch for the signals? State the requirements of the rule.

A.—Engineers and firemen will carefully notice the position and meaning of all fixed signals governing right of road and call them aloud to each other as the signals come into view, as a reminder and additional precaution. Keep a sharp lookout also for signals worn by other trains, and keep in mind all orders and notices regarding the movement of trains, so as to be

prepared to correct any oversight or mistake, if there should be any occasion for so doing. This rule also applies to slow boards and other cautionary signals.

Electric Semaphore Block Signals.



ELECTRIC SEMAPHORE BLOCK SIGNALS, C. N. O. & T. P. RY

Q.—What does the signal indicate in its present (incline) position?

A.—Indicates that the block is clear.

Q.—How is this position indicated at night?

A.—By white light.

Q.—If it remains in this position as you enter the block how would you be governed?

A.—The same as if it were in the stop position.

—If the signal is in this position (stop), what does it indicate?

—That the block is occupied.

—How is this position indicated at night?

—By a red light.

—How would you be governed approaching the block in this position indicated?

—Stop the train before entering the block, send a flagman with danger signal immediately; wait five minutes after flagman had started and follow him through the block, not exceeding six miles per hour.

—Describe how the signal does indicate that the block is clear and trains may proceed.

—The signal must be in the inclined position when the train enters the block and change to horizontal before the train passes the signal. Trains can then proceed at their usual speed through the block.

—Are there any circumstances under which you can pass a signal when horizontal without sending a flag ahead? If so, under the rule.

—When following trains or sections are detained outside a block, each train or section will allow the preceding train or section five (5) minutes to clear the block where the block is continuous. If the block is not clear at the expiration of five minutes, the train will proceed under full control, expecting to find the block occupied by the preceding train. In approaching a meeting point within the limits of a block, the train or section on the right will not flag.

Disc Electric Block Signals.



ELECTRIC DISC BLOCK SIGNAL, C. N. O. & T. P. RY.

Same rules apply. Color takes place of position of the signal arm.

It is, perhaps, well to explain that when an employee is being examined by this method he, and not the examiner, does the necessary explaining. It is his duty to explain what the signals are, where they are, what they govern, what the different positions indicate and what the rules require under the different conditions in the different positions, etc. In this way there can be no question as to the thoroughness of the examination, nor as to the knowledge and understanding of the party undergoing the examination.

Railroad operation is one of the most progressive sciences of the day. The successful operation of a railroad, however, is entirely dependent upon a thorough education of the employees in all the necessary requirements of the rules laid down for their guidance, thereby enabling them to intelligently and successfully apply them in practice.

We have introduced on our line another feature, the result

of experience in handling the heavy traffic and government supply trains during the war with Spain. One night the road was crowded with trains moving in both directions. Just about the time a military train southbound, carrying signals for a following section, reached a passing siding occupied by a northbound train, the lights in the classification signals went out. The engineer and firemen, however, being on the alert, discovered it, and at once stopped the train and notified the northbound train that there was a following section, and explained as to the signals.

Our passenger locomotives have for years been equipped with electric headlights, but we have now arranged so that the classification signals, cab and gauge lamps are also illuminated by electricity, and so arranged in series that if one light goes out all the lights go out simultaneously, thus giving notice to the men on the engine immediately and very emphatically of the absence of the lights in the classification signals and the imperative necessity for promptly restoring the classification signals, as required by the rules.



RUNNING BACKWARDS AT NIGHT AND CARRYING
SIGNALS FOR FOLLOWING SECTION.

Mr. Murphy: We will show a few slides illustrating this method in the more thorough examination of firemen for promotion to enginemen. Superintendent of Motive Power McCuen, who conducts this examination, will explain the details of the method.

Mr. McCuen: After the first lecture given by Mr. Murphy on this method of instructions to employees he conceived the idea of photographing the different parts of locomotives that failed in service, in order to better educate the men as to a quick remedy to apply in getting engines to side track or shop. We found it to be more successful than anticipated, and we brought over one half dozen views, showing three engine failures, one of a broken tender axle, another of a broken driving axle, broken between the hub of the wheels and driving box, and another of a whistle blown out of elbow, which is connected to the dome.

This view (shows same on screen by the use of the magic lantern) represents a whistle blown out of the elbow. The question is then asked of any engineer or fireman who may be present at the examination, what he would do in a case of this kind. The answer would be, that he would allow his injector to continue working; notify his fireman to bank his fire; would then get a piece of hard wood and drive it into the elbow or dome, whichever the case may be; make a lever of a piece of scantling, fence rail or pinch bar, lay it across the top of this plug and tie it firmly to both handrails, raise steam and proceed with his train.

This view (shows same on screen) shows the temporary repairs made and the engine ready to proceed.

This view (shows same on screen) represents the main axle broken and the left main driving wheel removed. The question is then asked the engineman or fireman, what he would do in a case of this kind. The answer would be, that he would first remove the broken wheel; disconnect all rods, except the front end of right main rod; jack up left main box and axle as high as frame would allow; take out cellar and set a block in

place of cellar; would then cut a second block and fit between first block and pedestal brace, remove jacks, connect up the back end of right main rod, disconnect left valve rod, covering ports, clamp valve stem and report engine ready to come in sight.

This view (shows same on screen) represents opposite side of engine connected up, ready to proceed to shop.

This view (shows same on screen) shows a broken axle on back tender truck. The question is asked the engineman or fireman what he would do in a case of this kind. The answer would be, that he would set jacks and jack up back end of tender, remove broken axle, wheels and boxes, pry up the truck as high as it could be raised. If a cross tie was handy would set it in the jaws, get two chains, throw them over the tank and around under the tie and jaw, hook up short, let down the jack and report engine ready to move to shop.

This view (shows same on screen) represents the tender ready to be moved to the shop.

We have the third view of this engine, which shows the tie notched and resting on the rails, to be slid to side track, where it is chained up in the position as shown.

Mr. Murphy: Before proceeding with the stereopticon exhibition I would ask the Secretary to read an article from the April number of the Locomotive Firemen's Magazine, under the caption of Eyesight Tests.

Eyesight Tests.

A SAFETY MEASURE.

There seems to be a demand that the eyesight of railway employees who have aught to do with the movement of trains should be perfect. In some states laws have been enacted making eyesight tests compulsory, and railway companies have installed methods of effecting such tests, that, to say the least, are worse than no test. The trouble has been that many of these so-called eyesight tests are impracticable, resulting in the dis-

charge of efficient men simply because they had not served an apprenticeship behind a yarn counter in a department store.

There can be no doubt that the safety of the traveling public, and, for that matter, the safety of the employees themselves, demands that those men who can not see and distinguish railway signals should be relieved of such responsible positions. If such unfortunate men have served the company well, it would seem obligatory upon the company (that is, if there is such a thing as obligations between railway companies and their employees) to transfer the man with affected eyesight to some department where the distinction of colored signals is not required.

Sometimes these tests have been so intricate that men of known ability and perfect vision have been discharged, and the impression has gone out that the company is using the eyesight test to affect such discharge; that men who fawn upon officials are only tested as to a knowledge of such colors as red, blue, green and white, while the men who are in disfavor are subjected to an examination that no railroad man could pass. It is a known fact that an object *light* green in color, when compared with a bright yellow object, deceives the eye; the light green object appears bluish. A light blue compared with a decided blue causes the former to appear greenish. It is because of such jugglery that good men are discharged, that employees become suspicious of the honesty of examining officers, and the will of the people is defeated.

THE "MURPHY METHOD."

On the Cincinnati Southern Railway an innovation in examination and instruction of men engaged in train service has been introduced, known as the "Murphy Method." If the reports that reach this office are reliable, the new method has many commendable features. This method consigns the "doctor's" dirty flags and multi-colored yarns to the scrap heap and substitutes therefor a stereopticon and a collection of slides, from which are exhibited railway signals in their natural colors and

positions. A view of a busy railroad yard is thrown on the screen and the man subjected to examination "feels at home." The switch targets and semaphores "loom up as natural as life." He is not befuddled by a thousand strings of yarn of half as many colors that are swished in his face by a "doctor" who does not know a driving box cellar from the cellar of a farm house.

It is said that after the test is made in "daylight" colors the slides are changed to night scenes, and many tiny lights glimmer on the screen, making the view as realistic as though you were peering through your front cab window, pulling a train into this same yard on a dark night. Instead of confusing the mind, it would seem that such a test would sharpen the wits. Of course the reliability of the test would depend entirely upon the excellence of the slides used in the lantern; a defective slide would be as bad or worse than the "doctor's" bundle of yarn.

Report says that to Superintendent W. J. Murphy, of the Cincinnati Southern, is due the credit of first installing such a test, and now it is proposed to give mechanical instructions and examinations by the same means. Sectional diagrams of brake mechanism, valve motion, etc., will be thrown on canvas, and the instructor will be able to deal with a large class. Whatever the outcome, it is hoped that eyesight tests will be made more practical, and the suggestion is here made that it would be far better for the service if a man's defective vision could be made apparent to his fellow workers and not rest entirely with the "doctor." If a class was examined at one time the man who "couldn't see" would soon become known to the entire class, and a petty official could not use such test to discharge a man who had at one time "sassed" him.

Mr. Murphy: In line with the suggestions in that article I have had slides made of the colors used in railroad service. What I may say about this method of testing the eyes will be with a view of bringing out the criticisms of the members present.

This slide and the three following slides (shows same on screen), showing the flag and lantern signals necessary in railroad service, are used in conducting the color blind test. We deal only with the four positive colors, red, white, green and blue, believing that the different shades of these colors cut no figure for the purposes of this examination. If the engineman can satisfactorily distinguish the signal colors as shown here, we think he is fully qualified, so far as the color test is concerned, to safely discharge the duties of the position. Certainly an examination conducted in this way should be entirely satisfactory to the employees. By this method, as stated in the article which the Secreatry just read, a man's defective vision is made apparent to his fellow workers, as, if a class is examined at one time, a color-blind man would soon become known to the entire class, and he therefore could not say he was discharged for "sassing" a petty official.

Mr. Murphy then took charge of the meeting and fully illustrated, by the use of the magic lantern, his system of educating and training railroad employees, and the workings of the electric train staff, as set forth in his papers presented above.

Mr. Tompkins: I move that the papers be received and spread upon the minutes, and that a vote of thanks be extended to Mr. Murphy for his very able papers and stereopticon illustration.

Seconded and carried.

Election of Officers.

The following officers were elected for the ensuing year:

President, Mr. C. E. Carson; First Vice-President, Mr. F. L. Tompkins; Second Vice-President, Mr. G. W. Bender; Secretary-Treasurer, Mr. O. G. Fetter.

Members of Executive Committee, for two years, Mr. A. Galloway, Mr. H. C. Barnard.

It was moved and carried "that the thanks of this Association be extended to the retiring officers for the able and satisfactory manner in which they have conducted the offices of this Association during the past year."

It was also moved and carried "that Mr. W. G. Besler, the retiring President, be made an honorary member of this Association, as he is about to leave the field covered by our Association, and therefore will be unable to be actively associated with us further."

On motion meeting adjourned at 5:10 p. m.

THIRD SESSION.

The third session of the Annual Meeting of the Central Association of Railroad Officers was called to order at 9:30 a. m., Wednesday, July 19, 1899, by President Carson.

President: I naturally feel a little hesitancy in taking charge of this Association as your President after the brilliant administration of my predecessor, Mr. Besler, who leaves the Association for good, so far as active membership is concerned, and while I thank you for the compliment you have paid me by electing me as your President, I feel that by comparison I shall fall far short.

We will now proceed to the reading of the other papers.

Railroad Signal Lights.

As the result of a discussion at a recent meeting of the Indianapolis Division, the above subject was selected as the basis for a paper to be read at this meeting. Probably the title would be more comprehensive were we to add "substitution of color for white light for a safety signal," this being the principal part of the subject to be considered, although we might make mention of several other subjects that come up in connection with this.

So much has been said at meetings of operating officials and written for the railway journals along this line, especially during the last year or two, with every phase of the question so thoroughly gone over, that we have no new or startling features at present, but merely a synopsis of the changes that have been made since signaling had its birth, and to summarize the present situation.

New conditions always bring with them new requirements. One improvement or invention will frequently demand numerous other changes to conform to it and bring out its most essential benefits, and in no branch of business is this more applicable than in railway operation. As an illustration of this idea, it is less than twenty years since the first interlocking plant was installed west of the Alleghenies, and only a few years earlier first introduced into America. It was originally invented and intended as a safety appliance to prevent accidents at railway crossings and junctions, and while trains were permitted to pass over a crossing without coming to a stop, with the proper signal indications, they were required to reduce speed to a low limit while doing so. Shortly after, however, came the era of greater speed and through train service. So, where trains formerly stopped at every grade crossing and almost every station, we now have them passing over interlockings and past block signal stations as fast as steam can turn the wheels. Therefore, how important it is for us to see that the signals governing these fast movements conform to such a degree of perfection that an engineman approaching one shall have no shadow of fear as to its meaning. So long as white is used singly as the "clear" for night signal there always remains a doubt as we approach a signal whether safety really exists or the worst form of danger that is, the kind to be met unawares. Sad experience has proven that the latter has too often been the case. Formerly it was thought that the chief source and probably the only danger of a false indication was on account of a broken red glass or lens, but we have a record of other equally dangerous factors such as the greatly increased use of electric lights. The over-

powering rays of an arc light shining at a certain angle against a red glass destroys the color effect, making it to appear white. If our information is correct, some of the most serious accidents have occurred from the signal light being extinguished and another light within the range of the engineer's vision being mistaken for it; and again as the result of the engineman seeing the white light past the side of the semaphore spectacle, approaching the signal from around a curve, or seeing it under the spectacle when the semaphore fails to return to a positive danger position. You are, no doubt, all familiar with the manner in which this subject has been considered by the different organizations, especially with the American Railway Association, the father of our standard train and other rules, but no general agreement or standard has been reached. In 1894 the Committee on interlocking and block signals recommended red for danger, violet for caution and green for safety, but within a few weeks revised its opinion and recommended the continuance of green for caution and white for safety, and the Association voted against giving up the use of white as a safety signal. Later in the year the Committee reported definitely that the use of blue or orange light did not appear practicable, but that a combination of red and green could be used for caution. In March, 1895, the Committee passed the following resolution: "That the Committee does not at this time deem it wise to recommend abandoning white for a night signal, as (1) three indications are necessary in many cases, and (2) no entirely satisfactory signal color has been found for a third indication. The Committee approved, however, the use of red for danger (stop) and green for clear (proceed) as good practice."

The standard rules for block and interlocking signals adopted the same year show that the Association decided on red for a danger signal, but left blank the colors for safety and cautionary signals, allowing each company to decide this for itself, and in the last standard rules adopted the same course was followed.

Taking a retrospective view into history, we find that at a Congress of railway men held in Birmingham, England, in 1841,

white, red and green were agreed upon to signify safety, danger and caution, respectively. The choice of these colors resulted from experiments showing that the visibility of a red light was but one third that of a white light of the same intensity; that of a green light, one fifth, and of a blue light, one seventh. White was chosen for the signal for safety as being the usual light, as well as the most easily visible, while red, as the most easily visible of the colored signals, was chosen as the most important signal, that of danger. Our English cousins long ago realized the seriousness of the objections to the use of white as a safety signal, and the universal substitution of green as the safety light of fixed signals and the abandonment of the cautionary signals followed. The permissive block, so largely used in this country, is not used in England, so that the cautionary signal is not considered necessary there, and the distance signal as used is simply a duplication of the home signal, a red light being used at night the same as in the home signal.

While several roads have chosen the two lights, red and green, displayed side by side with the use of one lamp for the two, the New York, New Haven and Hartford Road are the pioneers in this country in the use of yellow as the third or caution signal. After careful scientific and practical experiments under the direction of General Superintendent Clark, of that company, they claim to have found a shade of yellow which is so intense and the glass so constructed that it is not liable to be mistaken for either white or red under the most adverse conditions, yet it throws a far-reaching light that is satisfactory for signal purposes. That they have, after a practical demonstration of the use of yellow, adopted it as standard, involving a change in a thousand or more signals, is good evidence that they have proven that yellow is the proper third indication.

Signal people who have inspected their signals since the change was made, which was only a few months ago, confirm this view. Yellow, we might add, is used on the state railways of France as a signal to indicate a movement from main track to siding.

We think there are some objections to the red and green, or, in fact, any two colors for one indication where color alone is the signal to proceed. First, as before stated, the visibility of red is greater than green, hence if the two were placed side by side to indicate caution, if both are lighted with the same power and brilliancy, the red alone is very much in evidence, and a person has to watch very closely to see the green gradually loom up to take its place as a signal, which precautionary watching causes an additional strain on the already overtaxed engineman. Again, where a distant signal governs a movement ahead, and is located in close proximity to a home signal, it is possible for the light in the home signal to become extinguished, the distant signal being set at safety, the engineman taking it for the home signal and running by danger. But the question might be asked, why we ever use this misleading third indication at all. With the London and Northwestern Railway running passenger trains on as fast schedules as any in this country, and with their numerous trains of all classes, which are handled so successfully by having only positive signals, why should we not profit by their example? It is safe to assert that the term caution and its bed-fellow, the caution signal, have been the cause of more destruction of life and property than any one feature which we can bring to mind. The very word caution is misleading when applied to signal practice. It means that either danger or safety is ahead.

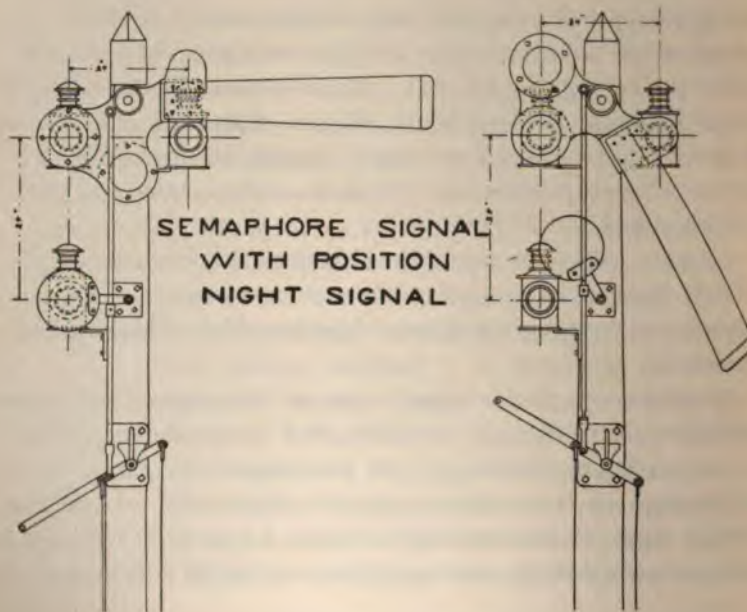
Johnson defines the permissive block as the "inferior block," and why should we maintain in such an important matter as railroad signal lights an inferior feature which others have discarded?

If we have a block signal system the signal indications should either be danger or safety, and trains moved between blocked stations accordingly. If two signals necessary on an interlocking make the distant signal a duplication of the home one, and have electric locking to lock a route once cleared in that position until the train which it was set for has passed the

signal, then the dangerous feature will be eliminated, and we will have positive signals—green for safety, red for danger.

While the position signals have almost universally taken the place of colors for day signals, not enough attention has been paid to the possibilities in the way of positions as night signals. Numerous forms of illuminated blades have been placed on the market, but so far we believe no one that has been considered thoroughly practicable. Light thrown along a blade where reflectors are placed has a poor penetrating power, and at any great distance, when the reflected light is visible, it shows a bunched or round light rather than an elongated position or form.

We wish, however, to present and recommend, in our judgment, as the best semaphore signal with position night signals, as shown in illustration, and which is the standard signal now in use on the Boston & Albany Railway for both blocks and interlockings. This signal, as you will observe, shows two red lights in a horizontal position as the danger position. When



the signal is cleared two green lights are displayed in a vertical position; thus, in addition to the colors, we have a positive night position signal. Where distant or caution signals are required we would recommend yellow where red is shown on the print.

In conclusion, we would call attention to the advisability of large lenses in lamps for night signals. Practical experiments made on the Big Four Railway to determine the penetrating power as between a $3\frac{3}{4}$ -inch and a $5\frac{3}{8}$ -inch lens, to be used as train markers, show the light in a $3\frac{3}{4}$ -inch lens disappeared at 15,400 feet, while the $5\frac{3}{8}$ -inch lens disappeared at 17,150 feet. In fair weather the $3\frac{3}{4}$ -inch lens will give light enough to protect trains, but as the $5\frac{3}{8}$ -inch lens can be seen over a quarter of a mile further, it shows the superior penetrating power of the larger lens and insures better protection to trains in foggy weather.

Again, a gentleman with whom we have conversed, who has had a large experience in signal work, both in this country and in Europe, states that England is ahead of us as to the matter of lamps. As the reliability of a light is of such importance, we believe that a slight increase in cost should not stand in the way of adopting the very best signal lamps that can be procured.

C. S. RHOADS,
A. A. ZION,
A. J. O'REILLY,
Committee.

President: You have heard this very able paper; what shall we do with it?

Mr. Loomis: I move that the paper be received and spread upon the minutes.

Seconded and carried.

President: It seems to me that this is one of the most important subjects with which a railroad has to deal. We all know that some of the most serious accidents that have occurred in this country in past years have been due to misinterpretation

of signals, or some signal defect, and it is a matter of great importance that we should arrive at some conclusion as to the best plan or method that should be adopted. There seems to be great diversity of opinion among the various railroads, and even the American Railway Association is not clear on the subject.

Mr. Coneys: Would like to ask if any have noticed the common street gas lamp, or where electric light is used, that they often show yellow.

Mr. Rhoads: Where those lamps are smoked they are likely to show up as yellow. Experiments show that yellow is liable to be mistaken either for red and at times for white, but in this combination of yellow they are using on the New Haven Road, under the most trying circumstances they are able to distinguish it from any other color.

President: Mr. Chenery, what is your idea as to the best colors to adopt?

Mr. Chenery: I hardly feel qualified to speak on this subject as we have no distant signals on our system; we only have two signals, red for danger and green for safety, and white light with us is just as much danger as red light.

Mr. Carney: In regard to the visibility of red being greater than green, my experience has been just the other way, that the first light you will see on the road is the green before the red. I had an engineer ask me which would show the greatest distance, and I said the red; he said not so; that it would be the green.

In regard to yellow lights, I made some experiments for Mr. F. C. Rice, of the American Railway Association, and we found that a very thin yellow glass, at a distance of about a thousand feet, would show the same as white, and as we increased the intensity of the yellow glass it became red. We made further experiments with yellow liquids and found the same condition—that with a very thin film of yellow we got practically a white light, and as we increased the intensity it approached red.

Mr. Rhoads: With reference to the visibility between red and green I asked an engineman if it had ever appeared to him that he saw one light before the other, and he said he did not. However, upon questioning him he said that it had occurred to him that he saw the red light first. Of course there is a difference in the shades of green as to the true effect.

President: Will say that my own observation in train service was that the red light could be seen first, and I never supposed there was any question about it. I have always heard people say that a red light could be seen further than a green light, and it may be that the difference in eyesight might have something to do with it. I always supposed that red and green of the same intensity, the former would be visible first. It seems to me that the position of the lights is a good idea, that is, use two lights. There is never any question as to safety or danger with the semaphore arms, and while it entails additional expense, it is on the side of safety, and we all know that a switch light makes a very good target for mischievous boys to throw rocks at, and there have been a number of very serious accidents caused by red light lenses having been knocked out in this manner and showing white—safety. Have never been in favor of white as a safety signal, but am not prepared to say what we should have, and that is something which would be a good thing to discuss today.

Mr. Perkins: As this is a question which is being considered by a good many roads and experiments being made, I think it would be a good idea to have a Committee report at our next Annual Meeting on the subject so as to keep the matter before the Association and keep us posted in the development of the subject during the coming year, and I would therefore move that a Committee of five be appointed to take charge of this matter and report at the next meeting.

Seconded and carried.

President: I will appoint as that Committee Mr. C. S. Rhoads, Chairman, Mr. W. J. Murphy, Mr. C. L. Nichols, Mr. O. E. Raidy, and Mr. A. T. Perkins.

Telephones as Applied to Use in Railroad Terminals.

BY J. W. STARR, SUPT. TERMINALS, THE A. T. & S. F.
RAILWAY CO., KANSAS CITY.

The evolution of the railroad from the first primitive wooden rails that were laid, on which the little locomotive "Rocket" ran, has been marked by many changes and innovations.

The railroad was in use but a very short time when it was found that some means of quicker communication for the movement of trains must be devised, and out of this grew the necessity for a system of telegraph, which has grown to its present magnificent and efficient proportions, and until within a comparatively recent period seemed to suffice. But the expansion of business demanded still greater facilities for quick communication. This was particularly true of large terminals.

Before the advent of the telephone the business in our cities and terminals was handled by juvenile messengers, which service was fraught with many discouragements and unsatisfactory results. A boy would be started out with an important message, oftentimes to be delivered quickly to the yardmaster or local agent, and with the full expectation that he would make prompt delivery, but how often it was found that he stopped by the wayside to play a game of marbles or to "get even" with another line's messenger, thus fooling away valuable time, and when the message was finally delivered its usefulness had been destroyed.

The telephone was first looked upon by managements of railroads as something of a luxury, which should be dispensed with, serving only to save lazy clerks from taking what the

managements considered necessary steps in carrying on the business. They also considered the results not commensurate with the expense involved; but the general introduction of telephone service in connection with terminals has disproven the misgivings that then existed, and general opinion now concedes that, among the important inventions of the century, the telephone presents probably the most interesting illustration of rapid improvement and widening field of usefulness.

On its first introduction the telephone was received rather skeptically. The possibilities of its future were appreciated by a few scientists and inventors only; whereas now no thoroughly up-to-date and well-regulated terminal of any line is without efficient telephone service as one of the important auxiliaries in the successful handling of business.

If the writer is not mistaken, the first private line telephones used by railroad terminals were put in operation about the same time in Chicago and St. Louis, and were of a primitive nature, as, for example, a tightly stretched wire or string fastened to tin cans on either end, but which, by rapid stages and general use, have attained their present high state of efficiency, and have become a necessity.

The advantages to be derived from a private line telephone are great and manifold, and, as it can well be seen, are too numerous in detail to attempt to be described within the limitations of a paper of this character; but it will not be out of place to mention a few of the ways in which a private line telephone may be employed as a money-saver to railroad companies.

This system, briefly described, consists of telephones, either wall or desk sets, placed at various locations in the different offices and yards, connected by copper metallic circuit with a switchboard located on the premises.

A sufficient number of wires, called trunk lines, connect the switchboard with one of the principal exchanges of the telephone company.

This arrangement enables the different telephone stations to communicate with each other, and, by means of the trunk lines,

with the subscribers of the general exchange, and with persons reached by the suburban or long distance lines.

Calls may be received from telephone stations in the city or outside of it at any station of the private branch exchange.

The different departments, no matter how widely separated, may be thus put in communication with the superintendent, the agent with each other and with the general exchange system.

By means of the trunk lines the inward and outward business may be so distributed or equalized as to avoid burdening the wire, and the private branch telephone exchange system has proven very advantageous to large terminals.

The telephone on the desk of the superintendent or agent not only connects him with every department under his jurisdiction, but also enables him to reach the exchange system and any station of the long distance service.

For purposes of illustration we will say that the cost per day of maintaining a switch engine, with engineer, fireman, foreman and two helpers, the average crew, is twenty-five dollars. The yardmaster or his assistants will often send one of these crews on an errand to some remote part of the yard or the city, and after the crew starts, a car of stock or perishable freight at some distant connection shows up, and which it is desired be brought to the main yard by the same crew on its return; if the yard is not supplied with telephones at proper and convenient places the crew will return to the yard, only to be sent back over the same route for the aforesaid important car, and which might as well have been brought in on the original trip if the yardmaster had had some means of communicating with the foreman after he left the main yard.

As a matter of further illustration, we will consider conditions existing a number of years ago, when some lines thought at that time that the yards they had provided were fully adequate to take care of their business for years to come, but in which they found themselves mistaken. On account of the growth of the business and the surrounding of such yards by the erection of various warehouses and industries, preventing an

extension of the original yards, it was found necessary to build additional yards further away from the business center and more often outside the city limits. Hence the necessity for transfer engines between the original and the additional yards.

If the yardmaster is provided with the means of telephone communication between the different points named, great economy can be practiced in the handling of the work, because of his ability to change original orders given the engine foremen after they have passed out of his reach. Again, there are many times when passenger trains, having been made up and consisting of the usual equipment, are placed in the union depot ready for leaving at carded time. It is not an infrequent occurrence that, five minutes before leaving time, the passenger department will advise that they have secured a considerable number of passengers, necessitating the use of additional car or cars. By use of the telephone, and particularly with reference to it being of a private nature, important communication is obtained at once with the yard in which extra equipment is stored, and advice given the yardmaster of the necessity for the use of additional cars, and which will be picked up by the train as it passes through the yard, or enabling the yardmaster, if having sufficient time, to run an engine to the depot with additional equipment needed, thus saving, as we all know, a great deal of time that would otherwise be consumed in the performance of this work in the absence of advance notice to the yard that the additional equipment was necessary.

At the twenty-five dollars per day rate as the basis of the cost of running a switch engine, as before stated, it will readily be seen that an engine will not have to make many unnecessary trips during the day to amount to the cost of one additional engine. While one instance of this kind would not result in the conditions named, yet a number of such cases throughout the day would probably delay the work and be the equivalent of requiring an additional engine because of work left undone. When a switch engine is delayed for an hour going for an important car, which could have been brought in on a prior trip,

the company has lost \$2.50 in actual cash, and the delays in other respects are so numerous and far reaching in their consequences that it is difficult to estimate how great would be the additional expense incurred by such extra and unnecessary movements.

As to the number of telephones required to successfully operate large yards or terminals, this is a matter which, of course, is dependent largely upon local conditions. It is my opinion, based upon observation and experience, that the best results are obtained when the private line and city exchange telephones are operated by a private exchange located in the local freight agent's office, or at some other convenient office of the terminal, which will result in the least line charge being made, as the expense of the telephone depends greatly upon the amount of wire used, as will be shown later on. With this private exchange the offices of the superintendent, city passenger and ticket agent, commercial freight agent, live stock agent, local freight agent, general yardmaster and master mechanic should be connected by city exchange telephone, which, under the present improved system, can be cooperatively worked with all of the private line instruments.

On a large terminal, in addition to the city exchange telephone in local agent's office, his cashier, chief clerk, switching clerk and chief yard clerk, at least should also have city exchange telephones.

The cashier is the one who is called upon many times during the day by patrons of the road, with reference to freight shipments, and he should not be delayed in his work by having to resort to the use of the telephone assigned to the chief clerk, located in some other part of the building, nor should the attention of the bill clerks and others be distracted by telephone boys shouting across the room concerning shipments or other business.

The chief clerk is one of the most important attaches in connection with the local freight office, and is a very busy man. He should have city exchange and private line telephone located

his desk, to enable him to talk to all of the patrons of the yard, as well as to every department within the terminals with which it is necessary for him to communicate in handling the work.

The agent can be relieved of much troublesome detail by giving the switching clerk provided with the same kind of service. This will enable him to answer a thousand and one questions, which under the old system were asked of the chief clerk or agent, and which finally were referred to and acted upon by the switching clerk.

Thus the time of agent and chief clerk was distracted from more important work and taken up in the handling of a matter which would have been referred to and decided by the switching clerk had he been provided with a telephone. The same is true of the chief yard clerk, who is in closer touch with the local conditions, the location of the cars, etc., than anyone else in the local office, and to whom is referred many times matters which it is proper for him alone to handle in connection with the movement of cars through the yards to connections and industries.

The general yardmaster, being a man with whom both connecting lines and his own local offices should be in close touch all times, should also be provided with a city exchange and private line telephone, the former for business chiefly intermingled with other lines, and the latter in keeping himself in close touch with the different instruments in the yard and the local freight offices.

As has been said before, the number and location of the private line telephones depends largely upon local conditions. It seems to me, however, that in addition to those before named there is absolute necessity that one private line instrument should be located in each of the following offices:

The master mechanic or roundhouse foreman's office; the night house foreman's office; assistant yardmasters' offices; at such points in the yard as may be found desirable or necessary to locate them; at each junction point where yard clerks are

located in the interchange of business with connecting lines, and such other additional instruments as local conditions will require.

“That is all very well,” you say, “as an important addition to the facilitating of the work, but it is too expensive.” Let us figure a little to see whether the *improved service* and *money saved* do not justify the money *spent* in maintaining a complete, uninterrupted telephone service in our business.

To demonstrate that this is not an expensive proposition when results are considered the following figures are submitted, and which are actual as being the cost to one of the large lines in Kansas City of installing and maintaining a telephone system such as I have endeavored to describe.

The figures are made on a mileage basis, figured on actual distance via the shortest line of the telephone company's poles. On combination lines (those having more than one station) the longest mileage is taken for basis of one station, and a charge for each additional station looped in is then made, the annual rates being as follows:

Metallic circuit switchboard, including operator's set,	\$ 50 00
Two metallic circuit trunk lines from telephone exchange to private exchange, \$85.00 each	170 00
Four long distance metallic circuit exchange instruments, located in same building with private switchboard, for which there is no line charge, each instrument per annum, \$42.00	168 00
One set of same instruments at stockyards, per annum, \$42.00; and $\frac{3}{4}$ mile line charge for same, \$30.00.	
Total	72 00
One set of same instruments, office of chief yard clerk, per annum, \$42.00; and $\frac{1}{8}$ mile line charge, \$5.00. Total	47 00
One set of same instruments in office of superintendent, per annum, \$42.00; and $\frac{1}{8}$ mile line charge, \$5.00. Total	47 00

One set of same instruments for private line located in general yardmaster's office, per annum, \$42.00; and $\frac{1}{8}$ mile line charge, \$5.00. Total.....	\$ 47 00
One set of instruments located at ticket office near Union Depot, per annum, \$42.00; and $\frac{3}{8}$ mile line charge, \$15.00. Total	57 00
One set of same instruments for private line at round house, per annum, \$17.50; and $\frac{3}{4}$ mile line charge, \$30.00. Total	47 50
One set of same instruments for private line located in yard office, per annum, \$17.50; and one mile line charge, \$40.00. Total	57 50
One set of same instruments for private line located at the freight house platform, per annum, \$17.50. (Being so close to private exchange, no line charge made.) Total	17 50
One set of same instruments for private line located in assistant yardmasters' office, per annum, \$17.50; and $\frac{1}{2}$ mile line charge for same, \$20.00. Total	37 50
One set of same instruments for private line located at switch tender's shanty, \$17.50; $\frac{3}{4}$ mile line charge, \$30.00. Total	47 50
One set of same instruments located in yard clerk's office, \$17.50; $\frac{3}{4}$ mile line charge, \$30.00. Total	47 50
One switchboard operator, at \$1.10 per day.....	401 50
Total expense, including the installation and maintenance of the plant, and the switchboard operator's salary	1314 50
Average cost per day to the railroad company for the entire telephone system, both exchange and private lines.....	3 60
Average cost per day per instrument, and which follows, including the cost of maintenance and switchboard operator's salary	0 211

The telephone company erects the switchboard, furnishes all lines with telephones, battery and material, and maintains uninterrupted service in first-class condition, while the railroad company furnishes operators to handle the switchboard, the only expense to the railroad company being the salary of the operator.

For each five sets of instruments in the system having the privilege of the city exchange the telephone company allows one trunk line free, each additional trunk line costing \$60 per annum.

The average cost per day to the railroad company, as you will notice, for the entire telephone system, \$3.60, is only a trifle more than the amount that would be paid to seven messenger boys, basing their salary at \$15 per month, or 50 cents a day.

Do you think it possible for seven, or, for that matter, three times seven, messenger boys to do the work anywhere nearly as promptly and properly, or of such volume as is handled under present private line and exchange telephones?

President: You have heard this very able paper by Mr. Starr; what is your pleasure?

Mr. Besler: I move that the paper be received and spread upon the minutes.

Seconded by Mr. Coneys and carried.

Mr. Bender: Mr. Starr has set forth the case so fully and in a general way, a statement of facts which any who have had experience in terminals can corroborate, I can not see where there is room for much discussion on the paper.

Mr. Besler: Mr. Ryder has had considerable experience in equipping our system with private line telephones, and I think he can give us some information that might be of interest.

Mr. Ryder: Chicago was the birthplace of the private branch exchange idea, and naturally there is where the greatest development has resulted, and they have at present three hundred and fifty private branch exchanges. It might be of interest

to say that the Pennsylvania Company has gone into the subject of the use of the telephone more extensively than any other railroad company in this country. They have established at all division headquarters, including terminals, between New York city and Pittsburg, branch exchanges, such as described in this paper, so that any officer at New York can talk with any other operating official on the Pennsylvania Road east of Pittsburg. Of course this system costs a great deal of money, but it is money well spent, and I know that other eastern roads, the New York Central and other Vanderbilt interests, particularly, are figuring on adopting the same system. The high rates charged for the service have undoubtedly been a large factor in the slowness with which the idea has been adopted, but the rates are being brought down to a more reasonable basis.

Mr. Tompkins: I would like to ask Mr. Ryder as to the average cost of these exchanges.

Mr. Ryder: That is a question which is rather difficult to answer, because the rates are made up by the local telephone companies, and they vary in every single city, no two alike. In a general way we are paying more than the rates quoted as paid in Kansas City, but the tendency is to bring the rates down to the railroads all over the country.

Mr. Rhoads: With reference to the private branch exchanges, up to the present time we have no private branch exchanges on our system, but have private lines which work entirely independent of any exchange branches.

President: I believe there are very few railroad officials who do not realize the value of the telephone in the handling of business on terminals.

Mr. Cavanagh: I think the use of the telephone along a large system is a very good thing. I was recently in the office of an eastern road at Boston, which has its entire line equipped with local wires, and a party came in the office with a complaint about a delayed shipment. The agent called up the office at New Haven, from where the shipment had started, and in about five minutes he had the matter straightened out.

President: Unless further discussion on this subject is desired, we will pass to the next order of business.

Discipline of Railroad Employees.

BY W. B. THROOP, SUPT. C. B. & Q. R. R.

To the Members of the Central Association of Railroad Officers:

The Discipline of Railroad Employees, especially those engaged in train and engine service, in the way of punishment for carelessness and misdemeanors of various kinds, is one which has undergone quite a radical change in the past few years. It is not necessary for me to enter into an historical narration of the changes in the method of procedure; you are all familiar with what is known as the Brown system of discipline, and of course you are all familiar with the practices in vogue previous to the use of that system. It does not appear to me that the old practice, nor what is known as the Brown system, is what it should be, nor what finally will be settled upon as the proper course to follow. I have made inquiry amongst a number of the members who have had more or less experience with the Brown system, and find that a majority of them do not use it as originally projected, but combine it with their own ideas in various degrees.

So far as I am concerned, I do not feel at all prepared to say what course should be pursued, and therefore the statements which I make in this paper will be more in the way of suggestions to draw out the thoughts of others than with the idea that I am going to present anything new, or that I am going to present any finished conclusions drawn from my own experience.

The longer I have to deal with employees to whom disciplinary measures have been heretofore applied the more I am con-

vinced that it is not the proper thing to do to treat men of various characteristics exactly alike. On the other hand, I am well aware that unless we do we are often confronted with an argument by employees who may have been disciplined that we are not treating them fairly because we do not treat them as we have treated others who may have been guilty of a somewhat similar, or precisely similar, offense. It appears to me that it is the proper thing to recognize individualism in administering discipline, the same as we do in meeting the various characteristics of human nature as we find them everywhere. You will doubtless all agree that when a certain man is called to account for shortcomings, and he one whose record is that of years of faithful and honest service, that it does not seem at all the thing to do, nor is it a course which probably any of us would pursue, to apply the same discipline to such an employee as we would to one who may have recently entered the service and has not any record, good or bad, to sustain or to detract from his standing. Further, it frequently occurs that a man who has an enviable record may commit some careless blunder, and which we might be disposed to pass in the way of a reprimand, or, under certain systems, of what is known as demerit marks, when such a course would be the wrong one to take. The man may be of a sensitive disposition, and the knowledge of the fact that his record has been absolutely clear up to the date of the error and the fact that he must have a blemish put upon it would detract from the value of his services from that time on.

There are men of other characteristics whom we encounter who have many good traits—energetic, ambitious, good disposition, buoyant spirits—but habitually careless and indiscreet; men who have an ingenuous turn of mind and who are not affected injuriously by the fact of having a suspension inflicted upon them or, perhaps, demerit marks placed against their records; men who are young in years and young in the service, and whom it is possible to improve by such a course as that of suspensions. There are others still who are old in the service and old in years, who, while they may be regarded as good men,

generally speaking, will nevertheless commit blunders and indiscretions at times, and whom it seems impossible to keep in a proper state of subjection, unless you do suspend them from time to time. I have in mind men of every one of the different characteristics above mentioned, and others of all shades and degrees between each of the more marked characteristics which I have undertaken to describe.

How shall we treat these various cases so as to free ourselves of any charges of unfairness and at the same time bring out all that is best in a man's disposition? If he is young, train him to be a better man? If he is old, keep him from going wrong?

As already suggested, I am not at all decided what course I would pursue, but of all things we must endeavor to so conduct ourselves as to be absolutely free from charges of unfairness or prejudice. The best course, as it appears to me, is to give every case a most thorough and searching investigation, and to acquaint ourselves carefully with the characteristics of each one of our employees. Further than this I have not prescribed any rules for myself, and so, of course, I could not suggest any for others.

It never seemed to me that any system by which a man is credited or discredited with a certain number of marks numerically expressed (regardless of the many ways in which he can do good or bad service for his employers without ever getting any written record for or against himself) is right. It savors too strongly of a mechanical measure of good and evil—of a numerical expression of good and bad impulses which are not susceptible of measurement. Who is there that can express by any conceivable notation the relative value of that devotion to duty by which the lives of passengers are carefully protected, regardless of exposure to storm or personal injury, as compared with some commendable act by which possibly a considerable pecuniary loss may have been avoided.

There are human acts and impulses to which the measurements used for physical dimensions may not be applied, and it is, therefore, incumbent on him who must be the judge to well

comprehend their value in other than numerically expressed quantities.

As I understand the so-called Brown system, merit or demerit marks are entered against a man, regardless of the various characteristics which I have undertaken to describe, and I believe, therefore, that much of the effect of discipline is lost on certain characters and its effect on others is simply to aggravate them and so rob their employers, perhaps, of their best efforts.

Mr. Coneys: I move that the paper be received and spread upon the minutes.

Seconded and carried.

After considerable discussion on this subject by the members present, the subject was ordered passed.

Per Diem Charge for Freight Cars versus the Present Practice.

BY M. L. AKERS, SUPT. TER., LOUISVILLE, KY.

The writer regrets the choice by his Association of a subject which he finds, upon investigation, has been thoroughly talked and written about by many able authorities since the first agitation of a change in the rate of car hire some years ago.

Furthermore, he unfortunately did not have access to the exhaustive statistics compiled by the various railway associations, nor has he been able to obtain the advantage that would have been derived by the perusal of a number of papers prepared by car service and other officials, who naturally are more familiar with the subject.

The rate for car hire was first fixed when the gauge now known as standard was generally adopted by the railroads in this country, involving a free interchange of cars with connections. This rate for many years was three fourths cent per mile, but was reduced some years ago to six mills per mile for nearly all freight equipment. In the adoption of the mileage rate, however, the handling of cars at various terminals and on various belt lines, and, what is more important, the heavy

delays sustained by freight equipment on foreign roads, during which time the capital invested in the car is practically dead, were evidently overlooked.

It has been proposed to substitute for the mileage rate a per diem rate at some figure not yet determined, which shall cover the interest and cost of repairs to the car, so that for every day of the time a car may be absent from its home road it may earn a reasonable revenue on the capital invested in it by the owner. This rate, together with the entire scheme of per diem, is still a subject of much controversy, the recommendations ranging from fifteen to twenty-five cents per day. But from all the writer has been able to learn, it seems that twenty-two cents per day will more nearly cover the interest and depreciation than any other rate. Under this rate a car would earn much less than it would under the mileage rate, provided that under the mileage rate it would be kept moving all the time, but the per diem that will accrue on a car during the time it is not making any mileage will create a satisfactory equalization.

Looking at the per diem question generally it seems there could be nothing fairer, because it is a simple business proposition that any money invested in a property should bring some return to the investor, particularly when that property is undergoing usage by another. But one of the greatest values to be derived from the establishment of a per diem basis for car hire will be its effect in keeping equipment at home and in getting it home when it is away. And yet, in connection with this matter, it will be necessary to use great care that empty mileage is not unnecessarily made in an effort to make a false saving in car hire.

It will always be possible for the management to check more closely than ever before the handling of equipment at various stations and on various districts and divisions, and this alone should strongly commend the per diem plan, for everything calling for the exercise of greater ability and watchfulness must necessarily redound to the interest of the road.

As one of many instances wherein improvement in present conditions would certainly follow the adoption of the per diem charge I might cite the fact that at almost every large terminal there are shippers of special commodities for which equipment of unusual dimensions must be obtained from connections, which sometimes involves a long empty haul. When a large movement of such a commodity is contemplated it is the present practice for all the competing lines to immediately order from any of their connections which may own the desired cars (participating, of course, in the haul towards destination) the number of cars which it is anticipated will be required, and as there may be three or four or five lines competing for the business, it will be seen that three or four or five times as many cars will be assembled at the point of shipment as are necessary to handle the business. Only one will, of course, secure the shipment, and the other lines are then obliged to hold the cars an indefinite period for some other special commodity for which the cars are peculiarly designed, and which may be routed via the owning road, or load them back to the owner's junction with any freight that may be secured and for which they have at the same time ample common equipment to handle. This is all the more discouraging in that the borrowing line loses prestige with the owner of the special cars, who may not fill future orders so promptly. Or it sometimes happens that the roads, having undergone the expense of hauling the special equipment to the point of shipment of the probable business, feel that, rather than make that expense a total loss, they can afford to make a slight cut in the rate, and we all know that a slight cut nearly always means a very deep cut in the end, and this leads on to manifold trouble. In citing this as an example I am not using theory, but am merely stating what has actually occurred time after time in my own experience (except my line never cut the rate!), and I contend that with per diem charges in effect cars would not be ordered about so recklessly, but care would be taken that there was some definite assurance the business would be secured before cars were ordered.

Another argument in favor of per diem is its impossibility of manipulation, as we all know has been done to the extent of thousands of dollars under the mileage rate.

One of the additional recommendations of the per diem plan is that it may eventually lead to the pooling of freight equipment, which would be a blessing indeed, for on almost every division of a railroad, on almost every day, you will find empty cars moving in both directions for no other reason than that certain empty foreign cars that happen to be at a certain terminal, or on a certain division, can not be loaded in the desired direction, because such loading would be a misuse of the cars, and they must, therefore, be exchanged with other empty cars at some other terminal or division of the same system, and many thousands of dollars are unnecessarily spent annually by the roads in this country under this practice. I am not, however, unmindful of the fact that certain empty mileage is necessary on account of coal, ore and other special cars that must make a return empty movement.

Another objection has also been raised on the ground that switching roads would suffer under the per diem plan unless specially exempted. In making this claim the protection afforded switching lines by car service associations now in existence at nearly all the large cities, embracing neighboring stations, has evidently been overlooked. It is true that the switching line may have a car in its possession as much as three days (allowing two of the days—48 hours—to the consignee) before realizing any assisting car service charges. But many switch cars are loaded or unloaded on the day, or within the hour they are placed, as will be seen by reference to the average day's detention shown by the monthly statements of the various car service associations of the United States.

But, for example, suppose the three days are consumed by the switching line which handled the car at a switching rate, we will say, of \$2.00, and assuming further that the rate per diem is 22 cents, the switching line would realize the net sum of \$1.34 for its work, which ought to be sufficient remuneration

for the service, considering the rates of freight of the present day. If, however, the consignee delays the car one day the switching line would realize an additional net revenue of 78 cents, assuming the rate of demurrage to be \$1.00 per day, and it would earn 78 cents per day for every additional day's delay, so that, considering the car service earnings, with the great majority of cars that would be unloaded in one day, the switching line would find in the end that it could afford to adopt per diem. But even though the switching line did not find per diem so satisfactory, is it to be permitted to earn a good revenue by subjecting a car to the heavy wear and tear of shifting and yet pay the owner nothing for its use? There would also undoubtedly be a vast improvement in the switching service (including the prompt return of the empty car, which, with the per diem Nemesis pursuing it, would assume an importance in the eyes of the yardmasters that is now unknown) when delays began showing up in the shape of dollars and cents for the authorities in immediate charge to explain.

I understand that comparisons between the present and proposed plans have been made by applying the per diem rate to the actual handling of the cars. If the per diem charge was in actual and permanent use would not foreign cars be more expeditiously handled to a very large degree than now?

Would not the per diem plan carry an attractive accounting feature with it in that, by the addition of a narrow, horizontal line running under the record line of the car, the clerk could calculate the per diem earnings of the car as he entered its junction record from time to time and thus always keep its earnings up to date?

Would the adoption of a per diem rate of less than \$1.00 as between roads affect the legality of the present charge of \$1.00 per day made by car service associations against shippers and consignees?

It is contended that roads owning large numbers of cars would have a great advantage over roads not so fortunately equipped, but it does not follow that the disability of the few

should be taken as a justification of the hardships suffered by the many.

I have noticed the frequent use of the term "cars owned per mile of road" with reference to the number of cars that a road should own in order to be properly equipped. Should not the tonnage handled be the standard used in determining requirements as to equipment?

In my limited opportunity for reading up on the question I have been singularly unable to find any good argument against the adoption of the straight per diem rate (the proposition to adopt mixed per diem and mileage seems hardly worth discussion), and as I am sure the opponents of the plan are many and able and have certainly expressed themselves, I caution you to read up on the other side, bearing in mind that this paper is largely a "brief of counsel for plaintiff."

Mr. Loomis: I move that the paper be received and spread upon the minutes.

Seconded and carried.

President: This is a very live subject and one of interest to us all, and the same is now open for discussion.

Mr. Cavanagh: I do not know of any question before us that involves more money than the per diem system, and I fully agree with Mr. Akers that the per diem system, pure and simple, is the solution of the present problem. Under the present conditions every Superintendent and Trainmaster will hold cars in order to have them available when they need them, regardless of what is needed on another division; however, under the straight per diem you can charge every division at the rate of twenty-five cents a car for every day a car is on that particular division, and when a Superintendent is to be confronted with the increased per diem on his division he will hesitate about holding cars which are held up under the present conditions.

Mr. Perkins: The St. Louis Division has gone over this question pretty thoroughly, and, after giving it full consideration, were unanimous in regard to a resolution brought before

he Association endorsing the per diem system and recommending its adoption through the American Railway Association. It might surprise some of the gentlemen present to hear that the Wiggins Ferry Company and the Terminal Railway Association voted in favor of the resolution. The Wiggins Ferry Company controls no cars whatever of its own, but it handles an enormous business, and they supported it very highly. The manager stated that he believed it was something that was sure to come, and that all progressive railroad men should support the proposition.

Mr. Cavanagh: The arguments made against per diem on the part of the small or borrowing roads are based entirely upon present conditions. These roads usually want to load cars so they can get hold of them again at all times, for fear they can not get them when they call upon connections. Under the per diem there will be more equipment available than at present, and the result will be that you can place an order for cars and get them more promptly than under present conditions, as there will then be no object in holding them for prospective business.

Mr. Besler: In view of the action of the American Railway Association, which has appointed a Committee to take care of this matter, I think this Association can well afford to pass this question, looking to that Association for results, and I do not think we should take any action here.

Charges to be Made for Passenger Equipment Loaned.

President: You will recall that during the past year the Cincinnati Division brought up the question of passenger car rental and submitted some rules which they thought the Association should adopt. This question was discussed in all the Divisions and finally referred to the Executive Committee, which fully considered it, and, it was decided by the Executive Committee that, as the American Railway Association has rules covering this question, the Central Association should take no

further action, but be governed by the rules of the American Railway Association as far as possible.

Mr. C. C. Riley: I can not see by what process of reasoning the Executive Committee arrived at that conclusion. There is no conflict in the rules as laid down by the American Railway Association and the rules offered for adoption here. The last named go a little further and are more to the point. What this Committee wanted to do was to make them more specific, to propose rules that could be used by all roads in this territory. I do not believe that the Executive Committee fully understood the scope of this matter, and I therefore move you, Mr. President, that a Committee of five be appointed to take this matter up, with instructions to draw up a set of rules, such rules to be promulgated by our Secretary as the rules of this Association and recommended to the American Railway Association for adoption by that organization.

Mr. Besler: If Mr. Riley will be handed the correspondence we had on this subject and go through it very carefully, I think he will have occasion to change his mind very materially, as he will find a great variety of opinions, and, in fact, some of the roads positively state that they will not be bound by any set of rules this Association might adopt covering this matter, as, in their opinion, it is a private matter, and it would only be a waste of time for a Committee to take the matter up further.

Mr. Davidson: I am heartily in sympathy with the remarks of Mr. Besler. The St. Louis Division appointed a Committee to look into the matter and found there was nothing new in the rules as promulgated by the Cincinnati Division, as against the American Railway Association rules, and further, there were local conditions at St. Louis which made it impossible to conform to the rules as submitted, and as a great majority of the lines were members of the American Railway Association, we could see no necessity or occasion for adopting any special rules.

Mr. Cavanagh: I second Mr. Riley's motion for the reason that the rules as laid down by the Cincinnati Division are iden-

ically the same as the American Railway Association rules, except they go a little further and show what constitutes a delivery and receipt of a coach, and I would like to see these amended rules referred to the Car Service Committee of the American Railway Association for adoption.

Motion put and carried.

President: I will appoint as that Committee Mr. J. R. Cavanagh, Chairman, Mr. C. C. Riley, Mr. A. J. Davidson, Mr. L. W. Berry and Mr. M. L. Akers.

Expense for Transferring Carload Freight at Junction Points.

The Secretary read the following communication:

Peoria, Illinois, May 9, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Peoria Division, held this date, the following resolution was adopted:

Resolved, That it is the sense of this Association that a uniform practice should obtain in the matter of expense of transfer of carload freight at all junctions, and that the matter be referred to the Central Association proper at its coming Annual Meeting, they in turn to refer it to the American Railway Association.

Will you kindly present the matter duly and obligē,

Yours truly,

(Signed) A. J. ELLIOTT,
Secretary.

Mr. Cavanagh: I move that a special Committee of three be appointed to work on this subject and confer with similar Committee of the Central and Western Association of Car Service Officers and the American Railway Transportation Association, with a view of submitting a combined report of the three

Associations to the American Railway Association Car Service Committee for adoption.

Seconded and carried.

President: I will appoint as that Committee Mr. F. L. Tompkins, Chairman, Mr. A. T. Perkins and Mr. G. W. Bender.

Mr. Carney: I move that the thanks of this Association be extended to the Wiggins Ferry Company, the Terminal Railroad Association of St. Louis, the Art Museum, the Southern Hotel, the St. Louis Transfer Co., and the St. Louis Division for the courtesies received by this Association.

Seconded by Mr. McKeen and carried.

On motion meeting adjourned at 12:15 p. m.

W. G. BESLER,
President.

O. G. FETTER,
Secretary.

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, July 11, 1899.**

The meeting was called to order at 11:10 a. m., by Vice-President Brimson.

The following roads were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “	MR. C. C. RILEY.....	Supt. Trans.
C. C. C. & St. L. Ry....	MR. CHAS. HINE.....	T. M.
C. H. & D. Ry.....	MR. G. H. WALDO.....	Supt. C. S.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD	Supt.
“	MR. LEWIS HOOD.....	Supt.
“	MR. PULASKI LEEDS.....	Supt. Mchy.
C. N. O. & T. P. Ry....	MR. W. J. MURPHY.....	Supt.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

The reading of the minutes of the previous meeting was dispensed with, same to stand approved as printed.

Membership.

The communication presented at the last meeting by Mr. C. C. Riley, Superintendent Transportation B. & O. S-W. Ry., presenting the name of Dr. B. F. Clark, Chief Surgeon B. & O. S-W. Ry., for membership, was again brought up for consideration, and it was moved and carried "that it is the sense of this Association that surgeons of railroads are not eligible to membership."

Pintsch Gas in Passenger Equipment in Interchange; how shall it be paid for.

Mr. Riley: I have been requested by our general master mechanic to bring before this meeting the subject presented at the last meeting of the St. Louis Division, in regard to paying for Pintsch gas in passenger equipment in interchange. There has been a great deal of trouble in accounting for the Pintsch gas delivered in passenger equipment, especially sleepers, from one road to another. It is always charged to the road making delivery. At St. Louis they have entered into an agreement that they would issue a card; that is, the receiving road would issue a card for all the Pintsch gas received with a sleeper, and the second receiving road would in turn issue a card, and in order to bring the matter properly before the Association I would move that the matter be referred to the Standing Committee on Joint Car Inspection to draft rules of a similar nature to govern at Cincinnati.

Mr. Murphy: I second the motion.

Mr. Leeds: This matter was brought up at the last meeting of the M. C. B. Association, and as I understand it, the same general rule as has been prevailing in St. Louis has been adopted by the M. C. B. Association, that is, has been adopted as one of the rules of interchange of passenger equipment, and the only feature that appears to be in any way hard to get

around is whether the sleeping car companies will accept the rule in regard to when they take cars to the shop; in other words, you have a car that is charged and turn it over to a sleeping car company to take to shop; are they going to give you a card for that gas and accept a card when they deliver the car to another road? Of course, in equity they should do so, but whether we will be able to force them to do so is a question.

Mr. Murphy: The question which Mr. Leeds raises is one that would properly come before the Committee in formulating their report. If necessary, they can consult with the Pullman Company; in fact, I think they should do so, so as to be able to give us a full report.

Mr. Leeds: If that rule is put in the rules of interchange by the M. C. B. Association that will make it obligatory; seems that that action will settle the whole matter, as the first rule in interchange is that we will adopt the rules of the M. C. B. Association; all that you have to do then is to adopt in this Association the rules of interchange of the M. C. B. Association pertaining to passenger equipment, and you will have the matter settled.

Vice-President: Are there any further remarks? If not, all in favor of the motion will please answer in the affirmative.
Adopted.

Cleaning Stock Cars.

The Secretary read the following communication:

Baltimore & Ohio Southwestern Railway Company.

Chillicothe, Ohio, July 10, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I desire to bring before this Division of the Central Association as a subject for discussion and action the question of cleaning stock cars. A number of roads have given notice that they will decline to accept empty stock cars unless same have been properly cleaned. One road, a member of this

Division, has issued such a notice, and it occurs to me that action on the question by the Division would be beneficial.

Yours truly,

(Signed) W. H. BRIMSON,
Superintendent.

Secretary: We have a rule in this Association requiring all rubbish to be cleaned from cars before delivery to connecting line, excepting stock cars containing bedding.

Mr. Brimson: One road in this Association has issued notice that they will not receive stock cars returned unless the same have been cleaned.

Mr. Lewis: It seems to me that would work a hardship on the line which is properly only a switching road, because they handle the car containing the stock to the stockyard and also return it, and if required to clean the car before returning it, it would put the hardship on them, and it does not seem to me that it would be proper to require a road simply doing the switching to clean the cars.

Mr. Brimson: My object was to merely bring the matter before the Association, with view to having, if the Association so desires, a Committee appointed to look into the matter. I believe as Mr. Lewis does, that the switching line—the road which merely handles the car as a switching line from connections to the stockyards—should not be asked to clean the car without compensation. The road I refer to as giving notice regarding these cars is the Big Four. They have issued notice that they will not receive returned stock cars unless the same have been cleaned. We do not propose to clean stock cars for the Big Four unless the Big Four and others will clean ours, and my object was to bring this matter before the Association and have them look into the matter and do what they think best.

Mr. Riley: I move that the matter be referred to a Committee of three to draft uniform rules to govern this Association.

Seconded by Mr. Waldo. Adopted.

Vice-President: I will appoint as Committee Mr. Ralph Peters, Chairman, Mr. J. R. Cavanagh and Mr. Brent Arnold.

Iron Pipe Sills and Cast Iron End Sills.

Mr. Leeds: I would like an expression of what we are to understand is to be the outcome of the refusal to accept cars with iron pipe sills and cast iron end sills that are being refused by some of our connections through circular. I do not know if this is anything to be handled by this Association, but I would simply like to know what is the probable outcome at this point, whether there are any other roads that will be likely to take action.

The representatives of the roads present advised that, so far as they knew, no action had been taken regarding this matter.

On motion meeting adjourned at 11:40 a. m.

W. H. BRIMSON,
Vice-President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, July 3, 1899.

The meeting was called to order at 2:15 p. m., by President Riley.

The following lines were represented:

P. C. C. & St. L. Ry..	M. W. MANSFIELD....	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
" "	...F. M. LAWLER.....	Master Mechanic.
" "	...C. S. RHOADS	Supt. Tel.
P. & E. R. R.....	J. W. RILEY.....	Superintendent.
L. N. A. & C. R. R...	A. J. O'REILLY.....	General Agent.
I. D. & W. R. R.....	G. H. GRAVES.....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
" "	.....M. P. DENISTON.....	Trainmaster.
I. U. Ry.....	A. A. ZION	Superintendent.
C. H. & D. Ry.....	(Not represented.)	
T. H. & I. R. R.....	(Not represented.)	

The reading of the minutes of the last meeting was dispensed with and were approved as printed.

Unfinished Business.

Revision of Rules Governing Switch Cars.

The Committee, composed of Messrs. Mansfield, Bender and Lawler, appointed by the Chair at the June meeting for the purpose of revising the rules in relation to switch cars so that they would apply to local conditions existing at Indianapolis, advised that after a conference it was found necessary to modify Rule No. 2, together with a few other minor changes, and submitted the following for approval:

Rules Governing the Return of Switch Cars at Indianapolis.

ADOPTED BY THE CENTRAL ASSOCIATION OF RAILROAD OFFICERS (INDIANAPOLIS DIVISION), JULY 3, 1899.

Rule 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Indianapolis, and which are known as "switch cars," should be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or by a system of which it is a part, such cars need not be returned to the delivering road.

(B) Where the cars are owned or operated by any road having its own line into Indianapolis, such cars may be returned to owners direct or to delivering roads, at option of switching line.

Rule 2. Cars belonging to roads not terminating at Indianapolis should be carded by the line delivering the cars under load for return to that line or for delivery to the road which is proper home route, provided such home route is via Indianapolis line, and so shown on carding. For this purpose the present cards now in use by the various roads should be used.

Rule 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with transferable commodity, which has been delivered them for switching inside of the switching limits, to be re-consigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

Rule 4. Empty cars other than switch cars belonging to roads members of this Association whose lines terminate at Indianapolis should be delivered direct to owners, except when other arrangements are made between the lines interested.

The initials of the cars shall be proof of ownership.

Under above rules the commodities herein noted will be considered "Not transferable":

Vehicles of all kinds, sash doors and blinds, plate glass, furniture of all kinds, agricultural implements, bottles in bulk, drain tile, household goods, lumber (dressed), lime in bulk, tin plate, all articles under refrigerator protection, tin cans in bulk, cow tails loose, machinery, marble slabs or dressed stone, crockery ware in bulk, high explosives of all kinds, stoves, brick (pressed or common), fruits or vegetables in bulk, lumber (tongued or grooved), slate, tin roofing, cow horns in bulk, bones in bulk.

On motion of Mr. Zion the Committee's report was adopted and the rules as revised are to govern the handling of switch cars at Indianapolis until further notice.

The Secretary was requested to furnish a copy of the revised rules to the Committee appointed for the purpose of collecting and printing all local rules, instructions, etc., in pamphlet form.

**Advisability of Making a Specific Charge for the Use of a Car in
Addition to the Regular Switching Charge.**

The Secretary reported that he had received an expression from the I. D. & W. Ry., and submitted the following communication:

Indianapolis, Ind., June 15, 1899.

Mr. G. B. Staats,

Secretary, etc., City.

Dear Sir: Yours of the 13th, relative to letter from you of May 12. I am not conversant enough with this matter to put myself on record in writing. I have no doubt but what I am in favor of voting with the other lines. From what little conversation I had with you the other morning it seems that it is a matter that I have already taken up with the Indianapolis Elevator Company, asking them to pay for the use of our cars when they use them, but not having attended any of the meetings, and having never entered into discussion on the matter, I should like to talk with you or someone else more particularly about it and know more where I stand before putting myself on record in writing. But I will say this, that we want pay for our cars when they are used, and am not in favor of setting loaded cars from our line into the elevator for loading to the Big Four, Panhandle or any other road and we receive no compensation whatever for their use. There would be another question to come up for discussion in this matter. Supposing our cars were used and they were sent to the Big Four, Panhandle or some other road, who is going to get pay for these cars? Is the I. D. & W. Ry. going to get pay for them, or will it be the Big Four or the Panhandle who will get pay for the use of the cars being loaded on their line?

Yours truly,

GEO. H. GRAVES,
Superintendent.

The sentiment expressed in the foregoing is in line with the votes of the other roads, making the vote unanimously in favor of the general proposition, *i. e.*, that the Indianapolis Division is of the opinion that a specific charge should be made for the use of a car in addition to the regular switching charge.

The question then arose as to the manner of collecting such additional charge, and to what line would such revenue accrue. Would it be collected and retained by the road doing the switching, or should the amount be turned over to the owner of the cars?

As there was a difference of opinion as to the manner in which this question should be handled, after a general expression of views, it was decided on motion of Mr. Mansfield to refer the subject back to the Committee, Messrs. Cavanagh and Zion, with request to a supplementary report covering the following points:

1. What sum or amount shall constitute the specific charge for use of a car?
2. How or in what manner shall the charges be collected?
3. What road will be entitled to receive and retain the amounts so collected?

The Committee to report at the September meeting.

In connection with arrangements for attending the St. Louis Annual Meeting, the Committee reported in substance as follows:

Number persons going from Indianapolis Division	.....	16
“ “ “ “ Cincinnati	.....	10
“ “ “ “ Toledo	.....	6
Total	.....	32

Those from Cincinnati and Toledo Divisions to join the Indianapolis Division at this point.

An invitation had been received from Superintendent H. I. Miller, extending the courtesies of the Vandalia Line to visiting members going to St. Louis, also an invitation from General

Superintendent J. Q. Van Winkle through Superintendent Bender to accept the hospitalities of the Big Four on the return trip.

It was decided to accept the kind invitations, and members will leave Indianapolis at 12:35 p. m. on Vandalia train No. 21, Monday, July 17.

President Riley was authorized to cast the vote for Indianapolis Division for the election of officers at the Annual Meeting.

Meeting adjourned until September 4.

J. W. RILEY,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, July 12, 1899.**

In the absence of President, Mr. Gillespie presided. Meeting called to order at 2:45 p. m.

The following lines were represented:

Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
“ “	MR. T. F. BUTLER.
C. C. C. & St. L. Ry.....	MR. MASON RICKERT.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
H. V. Ry.....	MR. H. S. WAITE.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

At the May meeting of the Association the following resolution was offered by Mr. Kimball:

Resolved, That Rule No. 7, page 48, of our printed rules, amended so that cars to be delivered to junction points on t

of receiving road are not included in the meaning of this ; that Secretary be instructed to send a copy of this resolution to each member of the Association whose road centers at Ambus, with notice that the question will be voted upon at first regular meeting after the thirty days' notice expires. Rule No. 7 of the Joint Car Inspection Rules now reads as follows:

It is the intention of each company to repair cars belonging to its own line, either at its own expense, if it be shown that damage occurred prior to the delivery to the other lines, or at the expense of one of the other companies if the damage occurred while in the possession of the other line; but in order to prevent delays all cars will be received by each of the companies when not in good order but safe to run, but the M. C. B. defect card shall be applied to or furnished with the car, covering the defects, by the Chief Joint Inspector.

Mr. Brimson: I move that this matter be held over until the next meeting and Mr. Kimball requested to be present.
Seconded by Mr. Rickert. Carried.

Reading of Correspondence.

Minutes of meetings of the Yardmasters' Association read and approved. The Yardmasters' Association reported that commission men were in the habit of breaking seals on cars in order to make an inspection of contents, and leaving cars with doors standing open.

Mr. Loree: I move that the matter of breaking seals on cars by commission men be reported to the Local Freight Yardmasters' Association for their action.

Seconded by Mr. Brimson. Carried.

New Business.

Chillicothe, Ohio, July 10, 1899.

Mr. J. D. Berry,
Sec'y Central Ass'n of Railroad Officers,
Columbus, Ohio.

Dear Sir: I desire to bring before this Division of the Central Association as a subject for discussion and action the question of "Cleaning Stock Cars." A number of roads have given notice that they will decline to accept empty stock cars unless same have been properly cleaned. One road, a member of this Division, has issued such a notice, and it occurs to me that action on the question by the Division would be beneficial.

Yours truly,

(Signed) W. H. BRIMSON,
Superintendent.

Secretary: For the information of the members and Mr. Brimson I will say that in 1897 that question was brought up in this Association. It was brought up in the Cincinnati Association and was wound up by a resolution offered by Mr. Whitelsey, as follows:

"Resolved, That it is the sense of this Association that it is not the practice to clean stock cars before returning them to a delivering road, but in the opinion of the Association stock cars should be cleaned at the unloading point."

"That resolution was passed."

Mr. Brimson: A road a member of this Association has notified all connecting lines that they will not receive back any of their cars uncleaned. What is the result? Do we clean the cars for that connecting line and no one clean ours? My letter was written merely to bring the matter before this Association that they could look into it and take such action as seems fit.

There are many roads who act as switching lines, and we can not expect them to clean all cars brought in by the roads.

Mr. Butler: I move that the letter be accepted and action deferred until the next meeting.

Seconded by Mr. Loree. Carried.

Secretary: I have a letter from Mr. Besler, President of the Central Association, enclosing blank passes for use of the members who desire to attend the Annual Meeting, and I would like to have the names of those who desire to be present that I may properly fill out blanks.

Columbus Division's proportion of the expenses of the Central Association, amounting to \$12.08, was ordered paid on motion of Mr. Rickert, seconded by Mr. Loree.

On motion, duly seconded, meeting adjourned at 3:45 p. m.

S. GILLESPIE,
President pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, July 21, 1899.

Mr. O. G. Fetter,

Secretary C. A. R. R. O.,

Cincinnati, Ohio.

Dear Sir: No meeting in July on account no quorum.

W. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Illinois, June 28, 1899.

Mr. O. G. Fetter,
Sec'y Central Ass'n of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: The members of this Division have voted unanimously to dispense with their regular meetings for July and August 1899.

Yours truly,

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, July 14, 1899.**

Meeting called to order at 11:45 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. .MR. W. G. BAYLEYSupt.
C. & A. R. R.Not represented.
C. B. & Q. R. R. . . .MR. J. A. CARNEYM. M.
B. & O. S-W. Ry. . . .MR. H. C. BARNARD . . .Supt.
Ill. Central R.R.Not represented.
L. E. & St. L. R. R. .Not represented.
L. & N. R. R.Not represented.
Mo. Pac. Ry.Not represented.
M. K. & T. Ry. . . .MR. A. T. PERKINSSupt. of Ter.
M. & O. R. R.Not represented.
St. L. C. & St. P., and
 C. P. & St. L. R. R. Not represented.
St. L. K. C. & C. R. R. Not represented.
St. L. K. & N-W. R. R. MR. A. T. PERKINSSupt. of Ter.
St. L. P. & N. Ry. . . .Not represented.
St. L. Transfer Co. . .MR. A. DE FIGUEREDO . .Ass't Mgr.
St. L. & S. F. Ry. . . .Not represented.

Term. R. R. Ass'n. . . . MR. GEO. HANNAUER . . . C. C. to Supt.
" . . . MR. F. X. ROEDERER . . . Jt. Frt. Agt.
T. St. L. & K. C. Ry . . MR. A. T. PERKINS.
T. H. & I. R. R. . . . Not represented.
Wabash R. R. MR. J. A. HEETHER Train Master.
Wiggins Ferry Co. . . MR. G. L. SANDS Gen'l Mgr.
" MR. JNO. J. BAULCH G. F. A.
National Stock Yards . MR. A. T. PERKINS.

VISITOR: Mr. W. M. Prall, Manager Car Service Association.

President Perkins: The minutes of the previous meeting have been sent out to the members in printed form. If no objections they will stand approved as printed.

Under the head of Unfinished Business we have the matter of rules for charging for Pintsch gas. The Secretary has received communications from ten different roads in regard to the resolution presented at the last meeting, covering adoption of rules presented by the Committee; eight of the ten voted for the rules as recommended, two roads referred to the rule adopted by the M. C. B. Association at their last meeting, and stated that they thought this Association should withdraw its rules and be governed by the rules as adopted by the M. C. B. Association.

While a large majority of the roads voting have voted in favor of the rules proposed by our Committee, votes have not been received from all the members of the Association. What action will this meeting take on the matter? I will first ask the Secretary to read the rule of the M. C. B. Association, which is quoted in the communication from Mr. Bayley.

Secretary reads:

"Delivering road will obtain from the receiving road a card showing the number of atmospheres of gas at the time of delivery, which card will be their authority to render bill for the amount of gas in the car at the time it was delivered."

President: Has any member present a reply which has not been filed with the Secretary?

Mr. Heether: The Wabash votes in the affirmative.

President: That makes nine voting in the affirmative and two recommending that the rules be passed on account of the adoption of rule by the M. C. B.

Mr. Bayley: All roads of this Association are governed by the recommendation of the M. C. B., I believe. If that is a fact it seems to me that the rule as recommended by them covers the question as fully as that suggested by our Committee.

President: I believe all interested members of this Association are members of the M. C. B. Association, with the exception of the Terminal Association, and that company is governed by the rules. Of course, the National Stockyards and St. Louis Transfer Co. would not be interested.

Mr. Carney: The recommendations of the M. C. B. are fully covered by our second recommendation, but the third recommendation would apply to Union Station, St. Louis, only.

The present method is to charge the delivery line, that is, the line that brings the car into St. Louis, and by this rule we would charge the company that takes car out of St. Louis. According to M. C. B. and our present practice the delivery line would bill against the road bringing car into St. Louis, and that road would have to get card from company taking the car out of St. Louis, and by our Rule 3 it would do away with the extra card. As an example: the C. B. & Q. brings a sleeper into St. Louis that is to be delivered to Wabash; holders are empty or nearly so, and require filling; now the Pintsch gas people will fill, and instead of charging the C. B. & Q., they will charge the Wabash, which road takes the car out, and that information they will have to get from the T. R. R. A. or Pullman Co.

President: It would seem from the explanation of Mr. Carney there is nothing in the rules as proposed by our Committee which conflicts with the rules of the M. C. B. Association, but that there are certain features of the proposed rules covering

additional points applicable to St. Louis only, and as a large majority of the roads voting have declared in favor of the rules, it would seem there should be no objection to their adoption.

Mr. Carney: There is nothing I can see to conflict with the M. C. B. Rules; we can adopt these rules and still live up to the M. C. B. Rules.

Mr. Bayley: I can not see any objection to the rules as recommended by the Committee, but it is entirely a motive power matter, and I am not in position to say just what we will do. Personally I see no objection.

President: Under the by-laws of our Association the rules prepared by the Committee are adopted, as a majority of the roads interested have voted in favor of them.

Further report of the Committee having the matter of entertainment of the Central Association Tuesday and Wednesday of next week was fully discussed. A letter from General Manager Bryan, of the Terminal R. R. Association, offering the courtesies of the Terminal Co., and suggesting that the members might possibly desire to visit the interlocking tower and plant at the Union Station, also an invitation by the Cupples Station to pay them a visit, was read and the matter referred to Committee on Entertainment.

In accordance with President Besler's recommendation that each Division should select some person to cast ballot for the election of officers, motion was made by Mr. Sands and properly seconded that the President, Mr. Perkins, be so delegated.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., July 12, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. A. TURNER.....	A. G. S.
“ “	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	MR. M. SHEEHAN.....	Trainmaster
C. R. I. & P. Ry.....	(Not represented.)	
H. & St. J. R. R.....	MR. E. G. FISH.....	Ass't Supt.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL....	Supt.
C. M. & St. P. Ry.....	(Not represented.)	
M. K. & T. Ry.....	MR. E. M. COLLINS....	Supt. Car S
C. G. W. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....	Asst. Supt.
St. L. & S. F. R. R.	MR. A. J. DAVIDSON....	Supt. Transp.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	(Not represented.)	
Wabash R. R.....	MR. J. LAUGHLIN.....	Trainmaster
K. C. N. W. R. R.....	MR. C. E. CARSON.	
K. C. P. & G. R. R.....	MR. W. L. STEVENSON.	
K. C. Belt Ry.....	(Not represented.)	
K. C. Sub. Belt R. R...	MR. W. L. STEVENSON..	Gen'l Supt-
Union Depot Co.....	(Not represented.)	

VISITOR: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: The minutes have been printed and will stand approved, unless there are objections to them. Hearing none, they are declared approved.

Unfinished Business.

Secretary: There is no unfinished business.

Correspondence.

The Secretary read letter from the management of the Hotel Baltimore, tendering the use of their clubrooms to the Association.

On motion the Secretary was instructed to acknowledge the letter, extending the thanks of the Association, but not committing ourselves as to the acceptance of the invitation.

The Secretary read letter from Secretary Fetter, relative to programmes of the Annual Meeting and papers to be presented at the meeting, sent for distribution to the members of the Kansas City Division.

President: I presume you have all received copies of the papers prepared to be read at the Annual Meeting.

New Business.

President: I may mention that it will be necessary for the Association today to appoint someone to represent this Division at the Annual Meeting at St. Louis July 18 and 19. The election of officers and other business of the Central Association is handled by Divisions, each Division having one vote. The proxy of this Division should be delegated to some member who will attend.

Mr. Starr: I move that the President be appointed to represent this Division, with full authority to act as proxy.

Seconded by Mr. Mitchell and carried.

President: What else is there under the head of new business? Mr. Collins has a matter which he spoke to me about before the meeting.

Mr. Collins: Rule 27 of this Association provides that the railroads, in accepting cars from other railroads of this Association to be switched, shall not send them out of the city without permission of the delivering road, except when home delivery is made of such cars.

That is in direct conflict with the American Railway Association rule, which provides that a car may be reconsigned and allowed to go forward, providing it contains a nontransferable commodity, and that the same shall not be considered a diversion.

It seems to me that the rules of this Association should conform to the rules of the American Railway Association.

The reason I bring this matter up is that we recently had a shipment received from the "Q." which was delayed forty-eight hours in order to get authority to let the car run through, on account of our having received the car for switching. We have a very long route to the point this shipment was going, and that delay handicapped us very seriously. Our agent got the authority all right, but the car was held up forty-eight hours, while if the American Railway Association rule had been followed the delay would have been avoided.

Further discussion brought out the fact that a number of the rules of this Association are in conflict with the rules of the American Railway Association. On motion of Mr. Sheehan, seconded by Mr. Starr, it was resolved that a Committee be appointed to revise the rules of this Association to conform to the rules of the American Railway Association and submit same for approval. Carried.

President: I will appoint on that Committee Mr. Stevenson as Chairman, Mr. Starr and Mr. Rider and the Secretary.

President: I have a matter which I would like to bring before the Association, and will ask Mr. Starr to take the chair.

(Vice-President Starr took the chair.)

Mr. Carson: I have a claim here for \$9.12 for loss of nineteen sacks of bran from a car which was delivered to the Missouri Pacific by the Suburban Belt in the East Bottoms, the Suburban Belt handling the car for the St. Joe & Grand Island. The car was placed on our connection at 10 p. m., and we took it off the following morning at 9:45 and found one of the seals broken and this loss.

I have taken the position in the discussion of this claim that we were not responsible for the contents of the car because it was placed on the connection at an irregular time, without any notice to us by the Suburban Belt, and in violation of an agreement which was entered into between Mr. Pickering, former General Superintendent of the Suburban Belt and my predecessor, Mr. Moore, which I will read. (Reads copies of letters passing between Mr. Moore and Mr. Pickering, fixing the hours for receiving and delivering transfers, an agreement being made that when cars were delivered between the hours *agreed* upon, with seals intact, the delivering line's responsibility should cease with such delivery.)

These papers passed between our claim department and Mr. Stevenson several times, and were finally sent to me to take up with Mr. Stevenson and endeavor to convince him that such an agreement as has been brought out in the correspondence which I have read was made. Mr. Stevenson still declines to assume responsibility for the loss, but has returned the papers to me, stating that he is willing to discuss the matter further at the Superintendents' meeting.

That is the position in which the matter stands at this time. It seems to me that Mr. Stevenson is totally ignoring the arrangement that was made between Mr. Moore and Mr. Pickering and confirmed later on by Mr. Pickering to me.

I am willing to submit the matter to this Association and abide by its decision. If Mr. Stevenson has anything further to say I would be glad to hear from him.

Mr. Stevenson: In the first place, I don't believe that this Association should make a ruling that would be arbitrary on

any question that might finally be submitted to the courts. I suggested that I was willing to be influenced by the sentiment of a majority of the members of this Association in the final settlement of this particular claim, and if the Vice-President will appoint a Committee of three to take this matter up and discuss the legal aspects thoroughly, I think they will find, as I found, that there is no question but that the responsibility of the receiving line begins the moment a car is placed on a track designated by the receiving line as a receiving track. The very best authority I can get hold of says that is the case; that the responsibility in case of fire or theft whereby the cars or contents suffer loss, lies with the receiving line. The law fails to recognize any time. We have the right to designate a track, but the law will not allow us to appoint an arbitrary time. That is the best legal advice I can get.

Mr. Mitchell: This question seems to me to be a matter of agreement.

Mr. Stevenson: You can enter into an agreement, but I would not do that. It would not be to my interest. I am perfectly willing to assume the responsibility for cars placed on our connections at any time, and I want connecting lines to do the same.

Mr. Mitchell: Why should we not help one another out instead of the contrary? If the yardmaster knows there is no regular time for transfers he will take advantage of it, but if there is an understanding that cars are to be delivered at a certain time your yardmen will take pains to protect the property.

Mr. Stevenson: Today we may have three thousand cars and tomorrow only fifteen hundred. We might not be able to deliver the three thousand cars at certain hours, but we do not want to be compelled to hold part of them over until the regular delivering time when we can relieve our yard by shoving them on the connection at 11 o'clock at night.

Mr. Carson: We had no notice that this car was on the connection. It was way out at a point beyond police protection,

where the inhabitants have a very bad reputation, and where we could not agree to accept cars in the middle of the night.

Vice-President: Isn't Mr. Stevenson willing to concede that, inasmuch as an agreement was made that outside of regular hours special notice should be given in each case—that the Suburban Belt should have notified the Missouri Pacific, and in this case failed to do so? So far as those papers are concerned, they go to show that you made an unusual delivery without specific notification.

Mr. Stevenson: There is nothing in the papers or in my office that has any bearing on this, but if Mr. Pickering made an agreement that cars should not be delivered at irregular hours without special notice, I have a right to assume that such notice was given.

Mr. Carson: But in this case we had no notice of the car being there, and while we have known that they were in the habit of putting cars on the connection at night, it has always been the understanding that while they were there it was at the risk of the Suburban Belt. It was agreeable to us so long as they accepted the responsibility, but if they want us to be responsible they must confine themselves to the hours agreed upon.

Mr. Sheehan: I would like to ask Mr. Stevenson if he claims that if at any time of the twenty-four hours he places a car on the connection with the Missouri Pacific, whether on his track or the Missouri Pacific track, that they should be responsible.

Mr. Stevenson: Yes, sir, if it is a designated connection the receiving line takes the responsibility. The courts have decided that the receiving line is responsible from the time the car is put on a designated connection.

Mr. Carson: In the absence of an agreement, but an agreement takes precedence over law. In the absence of an agreement, I have no doubt Mr. Stevenson's position is correct.

Vice-President: I will ask Mr. Stevenson if he is willing to accept the agreement as made between Mr. Pickering and

Mr. Carson, in view of the fact that he failed to notify Mr. Carson that the agreement would not be in effect after his taking charge of the Suburban Belt.

Mr. Stevenson: If Mr. Starr will appoint a Committee of three to investigate this matter I will agree to abide by their decision, so far as this particular claim is concerned, but one of the first things I am going to do is to abrogate this agreement, and this company will receive and deliver transfers at all hours.

Vice-President: Is Mr. Stevenson's proposition satisfactory to Mr. Carson?

Mr. Carson: It is.

Vice-President: I will appoint on this Committee Mr. Fish, Mr. Mitchell and Mr. Sheehan.

(Mr. Carson resumed the chair.)

President: Is there any further business?

Mr. Stevenson: I think it would be a good plan to appoint a Committee to look into the methods at the large terminals of this country, and, if possible, get some ideas that will enable us to have a system that will be uniform with all the lines doing business here. One of the points that should be considered is a system of carding return cars which will insure foreign equipment being returned to the line to which it belongs. For instance, the Frisco gives us a car to deliver to the Missouri Pacific; by some chance the car goes down on the Iron Mountain and they give it to the T. & P., and it comes back to Kansas City over the Santa Fe and is delivered to us for switching. When it is empty we offer it to the Santa Fe and they refuse to accept it, claiming they have no record of it. We should give the car to the Frisco, as we originally received it from that line. There should be some system of carding that would show to the yardmen that this car belonged to the Frisco.

Another thing is the matter of ordering cars for industries located on the tracks of the various lines. I would like to offer a motion that a Committee be appointed to look into these and other matters pertaining to terminal work.

President: So far as carding returned cars is concerned, I

may say that this matter was disposed of a great many years ago and a joint car inspectors' card was put into use; that is, a card showing the number of each connecting line and tacked to the side of needle beam under car. These cards are still in use by all of the lines members of the Joint Car Inspectors' Association, but as the Kansas City Suburban Belt and the Kansas City Belt are not members of that Association, it would, of course, be to their advantage to devise some scheme that will overcome the trouble mentioned by Mr. Stevenson.

Mr. Stevenson: One of the lines has a card with a large number indicating the name of the road, which is tacked to needle beam on each side of the car, and appears to me as being a very good idea. There are a number of other matters of this kind which I would be glad to have a Committee appointed to work on.

After some further discussion Mr. Stevenson's motion was seconded by Mr. Collins and carried.

President: I will appoint on this Committee Mr. Stevenson as Chairman, Mr. Starr and Mr. Rider.

There being no further business, the meeting adjourned.
Date of next meeting, August 9.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, July 12, 1899.

The meeting was called to order at 10:20 a. m. by the chairman.

The following roads were represented:

B. & O. S-W. Ry.....	MR. E. M. GORDON.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.....	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. L. H. PARKER.
“	MR. B. O'BANNON.
I. C. R. R.....	(Not represented.)
L. & N. R. R.....	MR. C. J. KLEIN.
L. E. & St. L. Ry.....	(Not represented.)
L. H. & St. L. Ry.....	MR. A. M. McCRACKEN
P. C. C. & St. L. Ry.....	MR. B. W. TAYLOR.
Southern Ry.....	(Not represented.)

The Chair: The next thing in order is the reading of the minutes.

Mr. Taylor: Mr. Chairman, I beg leave to call attention to a correction in the minutes of the last meeting which I believe should be made. Through some misunderstanding, the details of which I do not understand, there seems to have been incorporated in the minutes of the last meeting a report which should have been made to the Louisville Car Service Association. The report in question is that having reference to the unlimited free storage of freight in depots. If I understand the action of this Association at the meeting held May 10, 1899, the subject of Free and Unlimited Storage of Freight in Freight Houses was referred and delegated to the Car Service Association. Pursuant to that action, the Car Service Association delegated to its Executive Committee the duty of formulating a report to the Car Service Association. At the last meeting of this Association the Executive Committee reported that progress had been made and requested further time. Through error that report was considered by the Central Association of Railroad Officers' meeting instead of the Car Service Association, and this has been incorporated in the minutes of the Central Association of Railroad Officers. I think it should be taken out of these minutes and put in its proper place. I move you the correction of the minutes in that degree.

This motion was duly seconded and carried, after which the minutes were adopted.

There being no unfinished business, the Secretary proceeded to the reading of correspondence, as follows:

Princeton, Indiana, July 7, 1899.

Central Association of Railroad Officers—Committee on Loading
Freight from Wagons and Team Track to Cars.

Mr. J. C. Loomis,
Secretary, Louisville.

Dear Sir: Referring to your letters of May 12, 27 and July 5. I wish you would kindly arrange to put someone else on this Committee, as I find that it will be absolutely impossible

for me to give this matter the necessary attention on account of important outside work which we are doing, which will necessitate my giving my entire attention to same.

Yours truly,

(Signed) E. HOLBROOK,
Superintendent.

Mr. Taylor was appointed by the Chair to take the place of Mr. Holbrook on this Committee.

The Secretary then read a letter from Mr. W. G. Besler, enclosing trip passes over the Terminal Ry. at St. Louis.

The Chair: The next thing in order is Reports from Committees. The first is a Committee on Loading Freight on Team Tracks. That is the one on which Mr. Taylor has just been substituted for Mr. Holbrook. I presume on that account the Committee will not be ready to report probably.

Mr. Klein: No, we are not prepared to report.

The Chair: What shall be done with it?

Mr. Taylor: I move we continue the Committee and grant it further time.

Seconded and carried.

The Chair: The next is a report from the Committee on Switching Rules, Mr. Harahan, Chairman.

The Secretary: I will state, Mr. President, that I have had replies from all roads except the L. E. & St. L. and L. & N., and I have been unable to get replies from them. I sent all the correspondence in my possession to Mr. Harahan, who has it in his hands now.

Mr. Taylor: I move the continuance of the Committee pending report.

This motion was seconded and carried.

Under the head of New Business the following motion was made:

Mr. Taylor: In view of the fact that has been called to the attention of this Association that under the existing practice there is some abuse of the Master Car Builders' Rules as they

pertain to the inspection of cars at interchange points, I move you the appointment of a Committee to investigate the subject, and submit recommendations for such action as will result in the abatement of the bad practice.

This motion was seconded and carried.

The Chair then appointed the following Committee: Messrs. Taylor, Klein and Akers.

Mr. Akers asked to read before the Association the paper he had been requested to prepare to read before the meeting at St. Louis for their criticism on said paper.

Mr. Taylor moved the indorsement of the paper submitted by Mr. Akers to be read at the St. Louis meeting.

Seconded and carried.

Adjourned 11:10 a. m.

A. M. McCracken,
President.

J. C. Loomis,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

AUGUST.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
F. L. TOMPKINS.....1st Vice-Prest.
G. W. BENDER.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
J. W. RILEY. A. GALLOWAY. H. C. BARNARD.

DIVISIONS.

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J. W. RILEY.....	".....	Indianapolis "
WM. QUINN.....	".....	Columbus "
A. H. SMITH.....	".....	Toledo "
C. L. NICHOLS.....	".....	Peoria "
A. T. PERKINS.....	".....	St. Louis "
C. E. CARSON.....	".....	Kansas City "
A. M. McCracken.....	".....	Louisville "
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A. A. ZION.....	".....	Indianapolis "
J. H. GLOVER.....	".....	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
H. P. GREENOUGH.....	".....	Peoria "
EDWARD DUNLOP.....	".....	St. Louis "
J. W. STARR.....	".....	Kansas City "
W. J. HARAHAN.....	".....	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
B. H. GARRIGUES.....	".....	Kansas City "
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G. B. STAATS.....	".....	Indianapolis "
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WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "

CINCINNATI DIVISION.

Cincinnati, Ohio, August 8, 1899.

Account of lack of quorum, no meeting was held.

The following members were present:

Mr. C. C. Riley, Supt. Transportation, B. & O. S-W. Ry.

Mr. A. Galloway, Supt., C. H. & D. Ry.

Mr. Chas. Hine, Trainmaster, C. C. C. & St. L. Ry.

Mr. Mason Rickert, Division Master Mechanic, C. C. C. & St.
L. Ry.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Indianapolis, Ind., August 28, 1899.

O. G. Fetter,
Secretary Central Asssocation.

Dear Sir: No meeting held in August.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Columbus, Ohio, August 16, 1899.

Mr. O. G. Fetter,
Secretary Central Assn. Railroad Officers,
Cincinnati, Ohio.

Dear Sir: No meeting of this Division held this month on
account of no quorum.

Yours truly,

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, August 28, 1899.
No meeting in August on account of lack of quorum.
WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Ill., July 28, 1899.

Mr. O. G. Fetter.

The members of this Division have voted unanimously to dispense with their regular meetings for July and August, 1899.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., August 28, 1899.

Mr. O. G. Fetter.

There was no meeting of this Division in August on account of poor prospects of a quorum.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., August 9, 1899.

The meeting was called to order at 2:15 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	(Not represented.)	
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Ass't Supt.
K. C. F. S. & M. R. R..	MR. E. F. EDGEComb...	Agent.
C. M. & St. P. R. R. ...	(Not represented.)	
M. K. & T. Ry.....	MR. L. W. WELCH.....	Supt.
C. G. W. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....	Asst. Supt.
St. L. & S. F. R. R.	(Not represented.)	
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	MR. G. N. CURTIS.....	Agent.
Wabash R. R.....	MR. J. LAUGHLIN.....	Trainmaster.
K. C. N. W. R. R.....	MR. R. P. ISITT.....	Agent.
K. C. P. & G. R. R.....	MR. W. L. STEVENSON.	
K. C. Belt Ry.....	(Not represented.)	

K. C. Sub. Belt R. R...MR. W. L. STEVENSON..Gen'l Supt.
Union Depot Co.....MR. E. J. SANFORD.....Supt.

VISITOR: Mr. E. E. Mote, Manager Mo. Valley Car Service Association.

President: We have not as yet received the printed minutes of the last meeting, and it will therefore be necessary for the Secretary to read his copy as furnished to the Secretary at Cincinnati.

(The Secretary read the proceedings.)

President: Gentlemen, you have heard the minutes as read; if there are no corrections or alterations, they will stand approved. Hearing none, it is so ordered.

Unfinished Business.

President: Is there any unfinished business?

Secretary: Nothing.

Correspondence.

Secretary: No correspondence.

Reports of Committees.

Secretary: I have a report from the Committee appointed at the last meeting to consider the dispute between the Missouri Pacific and K. C. Suburban Belt in regard to claim for loss of bran from car on connection. (Reads same as follows):

Kansas City, Mo., July 12, 1899.

Mr. B. H. Garrigues,

Secretary K. C. Div., C. A. of R. R. O.:

Dear Sir: The Committee appointed to pass upon the matter involved in St. J. & G. I. Claim No. A-3359, covering loss of bran from St. J. & G. I. car 1438, delivered by K. C. Sub.

Belt to Mo. Pac. Ry. on their connection in East Bottoms at 10:00 p. m., October 10, 1898, find that, as the papers submitted show, that at the time this delivery was made an agreement existed between the two companies (the Sub. Belt and Mo. Pac.) that transfers should be made from Sub. Belt to Mo. Pac. between the hours of 10 a. m. and 11 a. m. and 3 p. m. and 4 p. m., and that the car in question was not delivered until 10 p. m., the responsibility for loss rests with the delivering road. Papers in claim herewith.

Yours truly,

E. G. FISH,

M. SHEEHAN,

H. S. MITCHELL,

Committee.

President: Gentlemen, you have heard the report of the Committee. What shall we do with it?

Mr. Starr: I move that the report be accepted and the Committee be discharged.

Seconded and carried.

President: There was a Committee appointed on revision of the rules of the Association. Is it ready to report?

Mr. Stevenson: As Chairman of that Committee I will say that I have heard from Mr. Starr, but not from Mr. Rider. I have asked the Secretary for a copy of the rules and have also written for a copy of the American Railway Association rules. We will have a report to submit by our next meeting.

Mr. Laughlin: I move that the Committee be given further time.

Seconded and carried.

President: There was also a Committee on terminal work, of which Mr. Stevenson is Chairman. Have they been able to get together yet?

Mr. Stevenson: When I left at the last meeting you had not made up your mind as to what the personnel of the Committee would be, and I only received word a week ago that Mr.

Starr and Mr. Rider were the other members, but anticipating who the Committee would be, I have written to the officials of the belt lines of various cities in the east, south, north and west. I will undoubtedly receive replies from a majority of them, showing the different methods in vogue, and believe that it will bring about some good results. I would request that the Committee be given more time in order to get replies from the people I have written to.

Mr. Fish: I move that the Committee be given further time to report.

Seconded and carried.

New Business.

Mr. Stevenson: In connection with the responsibility of the receiving line, is it the understanding of this Association that the receiving line can dictate at what point interchange of business will be delivered, or can they classify that business? For instance, our company has a connection with a certain line at two or more points. Can they say, deliver a certain class of business at one point and another class at another point?

Mr. Carson: The practice at Kansas City, in so far as my observation goes, is that this can be done, or is done. At the same time no line could make an arbitrary ruling that would work a hardship on the other without its being called into question. For instance, if the Suburban Belt should say to the Mo. Pac. that they would like to have all their grain delivered to them in the East Bottoms and all of another class of freight at Water Street, the Mo. Pac. could properly object, but as between ordinary freight and perishable freight, I think that the receiving line should say where they will receive it, but not more than two classifications.

I would be glad to hear from others on that point.

Mr. Starr: I will say with reference to business between the Suburban Belt and Santa Fe, that we have decided that we have the right to say at what point they shall deliver us their

transfers. Mr. Fish, of the Burlington, did the same thing with us. When it makes a difference in the amount of switching charge I think we certainly have the right to say where we will receive our transfers. As, for instance, the switching rate is \$2.00 at Argentine and \$3.00 at Sheffield, or whatever the case may be.

Mr. Stevenson: The Suburban Belt only wants what is fair. If the Santa Fe say to the Suburban Belt, you must deliver a certain class of business at Argentine and a certain class at Sheffield, we will abide by that, but we want to know that we can do the same thing with the Santa Fe. Do you agree to that, Mr. Starr?

Mr. Starr: Yes, sir.

Mr. Carson: I dislike to allow this matter of responsibility for delivery of cars to rest in its present shape. So far as the claim over which there was a controversy between the Suburban Belt and Missouri Pacific is concerned, it has been decided by the Association in favor of the Missouri Pacific, but I will say in this connection that since that time I have received a communication from Mr. Stevenson abrogating the agreement previously entered into between our predecessors, Mr. Pickering and Mr. Moore. He has served notice on me that in the future their line will accept responsibility for cars delivered at any time, and will expect other lines to do the same. This seems to me to be in direct conflict with Rule 5 of this Association, and so long as the Missouri Pacific objects to the rule being abrogated, I think that the Association should bring the Suburban Belt into harmony with the existing practice. Not all of the lines have an agreement on the subject, because their connections are at points where it does not make any difference when cars are placed, on account of having police protection or watchmen. I would like to know how the Association feels about the matter.

Mr. Starr: I received a similar notice from Mr. Stevenson, and notified him in writing that we would not accept cars on

the connection except at regular specified and agreed hours and be responsible for them.

Mr. Stevenson: I expected that you would. The Santa Fe and Missouri Pacific are the only lines that I know of with whom we have had such an agreement as to hours for receiving and delivering, and I didn't know anything about those until it was shown to me. As a matter of law, the receiving line is responsible from the time a car is put on the connection, and we are perfectly willing to assume that responsibility under the law. We don't want to make any agreement. If there is any question we will let some court pass on it. We feel that our position is not only legal but equitable toward all the lines. We are not going to say to you that you have got to do as we ask. We are not in a position to do that, but we simply will not enter into any agreement, and if any question comes up we will let the courts settle it.

Mr. Carson: It is a fact well recognized by us all that there are some connections with railroads where it is impossible to pull cars off at all hours of the day or night, and there must be some system about pulling them. It certainly would not be construed by the courts as equitable for a railroad to deliver cars to a connecting line at some remote place where there was no agent or other employee to look after them, at times, when that railroad would say that they could not receive them, especially within switching limits. I don't know what the law is on the subject, but I know that the question would finally be simmered down to a point of equity and justice, and I hardly see how the courts could rule otherwise but that the receiving line should have the right to say when they can receive transfers. We don't have to receive transfers every half hour in the day. Suppose the Suburban Belt should deliver us a car every hour in the day, in order for us to protect ourselves it would be necessary to send an engine to the connection every hour at an extra cost, for we all know that switching service is profitable only when one engine is able to take care of several connections. For my part, I can't see how the Suburban Belt could be upheld in a position

of that kind. I hardly know what can be done by this Association, but it does not seem to me that, so long as the Missouri Pacific is opposed to that arrangement, which is in conflict with the Association rules, that we could be forced to assume responsibility for cars delivered as Mr. Stevenson suggests.

Mr. Stevenson: You certainly don't have to wait for the question to be simmered down, for the courts have decided it a great many times, and have cited reasons why a connecting line could not arbitrarily fix the time during which they would be responsible for cars delivered. They have decided that the most equitable arrangement is to fix the responsibility at the time delivery is made on a designated connection.

I want to cite a case here which shows how utterly impossible it is to fix the responsibility any other way. On January 12 we delivered O. S. L. car 9212, loaded with rice, to you for Ryley, Wilson & Co., located on Missouri Pacific track. There was 212 pounds of rice stolen out of the car. Your inspector claims to have found the seal on the north door gone, and you took the car from the connection to State Line, where it was sealed with your seal 72-14. You claimed that aside from the fact that the car had no seal when delivered, which I think we can show was not the case, that we did not deliver the car at the designated time, and therefore you were not responsible. You quote the time of delivery as 11 a. m. and 3 p. m., and we put the car on the connection at 1 o'clock, between those hours, but because it didn't hit 11 or 3 exactly you refuse to assume responsibility.

Mr. Carson: The Missouri Pacific declined to participate in that claim for the reason that when the car was received our inspector found that one seal had been broken. If the car had been delivered to the Missouri Pacific with seals intact we would not have taken that position.

Mr. Stevenson: When did your responsibility begin on that car?

Mr. Carson: At 3 o'clock.

Mr. Stevenson: Then if a car was put on the connection

at 2:55 p. m. you would not be responsible until 3? How long after 3 would you be responsible?

Mr. Carson: Our agreement was from 10 to 11 and from 3 to 4.

Mr. Stevenson: Now, suppose we put a transfer on the connection at 1, and at 4:15 you have not pulled the transfer off—your responsibility begins at 3 and lasts till 4—and notwithstanding the fact that you have not taken the transfer off the connection, we make you another delivery at 4:15. You would be responsible for the cars placed on the connection at 1 p. m. after 3, but would not be responsible for those delivered after 4. There is a division of responsibility on the stuff on that connection under the construction you have placed on this agreement.

Mr. Carson: That is the only way it could be handled.

Mr. Fish: We are doing business along the lines stated by Mr. Starr. We have regular hours for receiving transfers in both of our yards. We take anything between 10:30 or 11 a. m. and 4 p. m., and again we receive at night between 10 p. m. and 4 or 5 in the morning.

Mr. Starr: You think that you have the right to say that a connecting line can not come into your yard at 6 o'clock with a string of cars?

Mr. Fish: We assume that we have the right to keep out of the hours of 4 and 10 it would seriously interfere with us in handling passenger trains and getting them out of the yard to attempt to receive transfers.

Mr. Stevenson: We can't get into your yard for deliveries because you keep us out, but if we had a connection and didn't have to use the main line, it would be different. I will go still further and say that if we took a carload of stuff and made an effort to get it on that connection and you declined to let us put the car on the connection, we offered the car we have discharged our duty.

Of course it is not my intention to fight this

— 631 —
I can't think of it.
a long in the street
in contrast
some day

... made up my mind that we will
... for cars after we have succeeded
... connection.

... you all understand the way the Sub-
... our yard to deliver and receive transfers,
... the connection between the Suburban Belt
... track near the bridge, and over our main track to
... Yard. We have in the Hannibal Yard a track
... designated as the Suburban Belt connection; that is, cars
... have for the Suburban Belt we place on that track and
... come to the Hannibal Yard for them. Do you mean to
... y, Mr. Stevenson, that after a car is placed on that track you
are responsible?

Mr. Stevenson: We are having an illustration now of that
very same question. You put the car on the connection and
our inspector showed that it was on the track at the time you
claimed and our responsibility begins then. We have got to
shoulder the loss, and you are going to beat us.

Mr. Laughlin: Our situation with the Suburban Belt is
such that we receive and deliver at any hour. The connection
is very convenient to our yard, so that we can almost see every
car on the connection from our yardmaster's office.

After some further discussion the subject was passed with-
out any action being taken.

President: Is there any further business?

Mr. Stevenson: There is one thing that the Committee on
Terminal Work is going to recommend, and that is that all car
inspectors be hired and discharged by the joint car inspector.

President: The Joint Car Inspection Association had its
inception in the Superintendents' Association at Kansas City
in 1882 or '83, and as this Association is the father of the In-
spection Association, it seems to me that it could with propriety
go before that Association with such a recommendation. They
have become such a strong and important factor in the inter-
change of cars that they are now independent of the Superin-
tendents' Association, but it appeals to me as being a proper

thing for the Chief Joint Car Inspector to hire and discharge his own men, so that a man inspecting cars on the Missouri Pacific connection would not feel that he was working for the Missouri Pacific any more than for the other lines. He would look to the Chief Joint Car Inspector entirely for his instructions and rulings. I understand that at Denver this system of car inspection prevails and that it has worked very satisfactorily. It seems to me that it might be adopted with profit at Kansas City. I believe it would be a good idea to bring this matter up for discussion at some future meeting when we have a larger attendance.

Mr. Stevenson: Aside from the advantage in the prevention of delays, both to loads and empty cars, and lessening the damage in switching cars from one track to another, it would reduce the cost of inspection 50 percent. One man would discharge the duties under the joint inspector where it now takes two.

President: Under the Joint Inspection Association rules at the present time we take connecting lines' inspection on cars they receive from us and they do the same on cars they deliver us, but there is an opportunity for a little display of partisanship on the part of inspectors to favor their own lines that would be avoided if they were entirely under the joint inspector, the same as the weighmasters are under the Weighing Association; they do not care how much a car weighs. I think it a good idea for the Committee to look into this question.

There being no further business, the meeting adjourned.
Date of next meeting, September 13.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

Louisville, Ky., August 9, 1899.

Mr. O. G. Fetter,
Secretary C. A. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: There was no meeting of the Louisville Division
of the Central Association of Railroad Officers this a. m. on
account of no quorum.

Yours truly,
J. C. LOOMIS,
Secretary.

RAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



SEPTEMBER.



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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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F. L. TOMPKINS.....1st Vice-Prest.
G. W. BENDER.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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J. W. RILEY. A. GALLOWAY. H. C. BARNARD.

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.....	"	Kansas City "
J. C. LOOMIS	"	Louisville "

CINCINNATI DIVISION.

Cincinnati, Ohio, September 12, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: Account of no quorum, no meeting of this Division was held this month.

Yours truly,

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Indianapolis, Ind., September 5, 1899.

Mr. O. G. Fetter,
Secretary.

Dear Sir: On account of no quorum, there was no meeting of this Division Monday, September 4.

Members present:

President J. W. Riley, P. & E. R. R.

Vice-President A. A. Zion, I. U. Ry.

A. J. O'Reilly, C. I. & L. Ry.

O. E. Raidy, T. H. & I. R. R.

Mr. Raidy appearing after adjournment, account train being late.

Yours truly,

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Columbus, Ohio, September 13, 1899.

Mr. O. G. Fetter,
Secretary Central Ass'n of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: There was no meeting of the Columbus Division,
Central Association of Railroad Officers, this month on account
of no quorum.

Yours truly,

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, September 11, 1899.

Meeting called to order at 2:00 p. m., Mr. D. S. Sutherland
presiding.

Ann Arbor R. R.	MR. W. F. BRADLEY.
“	MR. W. H. BENNETT.
C. H. & D. Ry.	MR. S. B. FLOETER.
“	MR. A. W. S. IRVINE.
“	MR. G. H. WALDO.
F. & P. M. R. R.	MR. H. O. HALSTED.
H. V. Ry.	MR. M. S. CONNORS.
L. S. & M. S. Ry.	MR. G. E. HUSTED.
M. C. R. R.	MR. D. S. SUTHERLAND.
“	MR. G. H. NEWCOMB.
“	MR. D. J. HACKETT.
Penna. Co.	MR. W. H. POTTER.
T. & O. C. Ry.	MR. T. F. WHITTELSEY.
Wabash R. R.	MR. F. CLARK.
W. & L. E. Ry.	MR. J. N. MERWIN.
“	MR. C. Z. HUGHES.

The reading of minutes of previous meeting was dispensed
with.

The Secretary read a communication from the F. & P. M. R. R., stating that Mr. Halsted would represent Mr. Trump; also advices from the Ann Arbor and Wabash R. R. that they would be represented at the meeting.

Rules for Handling Switch Cars, Recommended by Special Committee.

Mr. T. F. Whittelsey read the report of the Special Committee, composed of Mr. J. B. Flanders and himself, as follows:

RULES ADOPTED BY THE TOLEDO DIVISION.

1. Freight cars which are delivered by one road to another to be switched to industries inside of switching limits of Toledo, and which are known as "switch cars," must be returned to the road originally delivering the cars, except as herein stated:

(a) Where the cars are owned or operated by the switching road, or to a system of which it is a part, such cars need not be returned to the delivering road.

(b) Where the cars are owned or operated by any road having its own line into Toledo, such cars may be returned to owners direct or to the delivering road, at option of switching line.

2. Cars not belonging to Toledo roads must be carded by the line delivering the cars under load for return to their line, except that switching road has the option of loading car home to owners direct by any route, providing delivering road does not request car returned when delivery is made.

Example: The Pennsylvania Co. deliver a B. & O. car to unload on the T. & O. C. In the absence of request for return by the Pennsylvania Co., when empty the T. & O. C. can load car home via B. & O. R. R. direct.

3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with transferable commodity, which has been delivered them for switching inside of the switching limits, to be reconsigned or forwarded to a point on any line except the delivering road, unless by permission of said lines interested.

Note.—Under the above rules commodities herein noted will be considered nontransferable:

Agricultural implements, brick (pressed or common), bones in bulk, bottles in bulk, earthenware in bulk, explosives, fruit or vegetables in bulk, furniture, glass (plate, window or looking), household goods, horns, cow, in bulk, ice, lime in bulk, lumber (finished or dressed), machinery (heavy), marble slabs of dressed stone, sash, doors and blinds, stoves, slate, tin roofing, tile, drain, tin cans in bulk, tails, cow (loose), vehicles of all kinds, all articles under refrigerator protection.

4. Each delivering road will furnish the Secretary a list of the initials of such cars as are considered owned or operated as its cars, and such initials should be proof of ownership or control.

It was moved and seconded that the report of the Committee be adopted.

The Michigan Central objected to second rule, stating that it does not make a road responsible for any car outside of the company's own equipment.

It was stated that the Toledo roads, with one exception, were using the triplicate switching ticket, from which it was easy to determine from what road car came, and it was claimed the car should be returned to such road unless consent was given to use it elsewhere.

Mr. T. F. Whittelsey: Is it any great hardship for the delivering road to make request at the time delivery is made that "This car must be returned to the Michigan Central R. R."? I think the point is covered fully; it might be expressed in different words, but in effect that is what we want.

Mr. W. H. Potter: I do not know why our present practice is not satisfactory. We have been working under it for a long time, and I do not see why our present rules are not good enough. Of course we card all cars with triplicate switching cards. I suppose it would be no hardship to have printed on its card "Return this car to the Michigan Central R. R."

Mr. M. S. Connors: It is my understanding that the Cincinnati Division passed a set of resolutions similar in effect to these we propose to adopt here. It was simply to conform with Cincinnati and other cities that these rules were brought before this Association.

Mr. D. S. Sutherland: We have more trouble with Cincinnati roads than any others, and about one tenth of my time is taken up in answering correspondence relative to southern cars.

Mr. M. S. Connors: I would like to ask the President to ask Mr. Waldo to express himself.

Mr. D. S. Sutherland: I have no objection. Can we hear from you, Mr. Waldo?

Mr. G. H. Waldo: Mr. President, the only reason for having these rules adopted by the Toledo Division is simply to promote a uniformity of practice at all the central points where a large number of cars are being handled, and it was the idea of the members of the Cincinnati Division that the rule would be as applicable to Toledo as to Cincinnati, or any other large centers where a great many cars are interchanged. That is the only thing I have to remark regarding the question. It was simply a question of a uniform rule.

Mr. T. F. Whittelsey: Mr. President, the gentleman has stated the case very clearly. It is simply a matter of falling in line. It is evident that it has been of no vital importance here in Toledo, as we have been going on for several years under the present rules, and if there is anything objectionable in the report I think it should be stricken out.

Mr. W. H. Potter: I believe we could live up to the rules.

On the roll call the following vote resulted:

Ann Arbor R. R.	Yes.	M. C. R. R.	No.
C. H. & D. Ry.	"	Penna. Co.	Yes.
H. V. Ry.	"	T. & O. C. Ry.	"
F. & P. M. R. R.	"	Wabash R. R.	"
L. S. & M. S. Ry.	"	W. & L. E. R. R.	"

The Chairman declared the report adopted.

Coach Rental—Interpretation of the American Railway Association Rules by Mr. J. B. Hutchinson, Chairman of Committee on Car Service, respecting the method of computing rental for coaches hired on the per diem basis.

Secretary: The papers in this case were submitted to the Association by Mr. T. F. Whittelsey, as follows:

May 30, 1899.

Mr. J. B. Hutchinson,
Chairman Committee on Car Service,
American Railway Association,
Philadelphia, Pa.

Dear Sir: Referring to the report of the Committee on car service, submitted at the Detroit meeting, April 12, 1899, will you kindly advise if it is the intention of the Committee that rental for coaches had of a foreign line on a per diem basis should be arrived at in the manner suggested by your correspondent, quoted in his report, with the exception of his method of figuring fractions of days. For instance, if we have 5 coaches from a foreign line for 37 hours, would it be proper to arrive at the amount of rental by multiplying the number of hours (37) by the number of coaches (5) and reducing the product (185) to days, making 7 days and 17 hours, or 8 days; or would it be proper to figure each coach at 1 day and 13 hours, or 2 days, making a total of 10 days? Although the report does not specifically so state, I assume it is the intention of the Committee that in figuring coach rental by either of the above methods, fractions of days less than 12 hours shall be ignored.

Yours truly,

(Signed) C. L. GARDNER,
Supt. Trans.

Reply:

New York, N. Y., June 26, 1899.

Mr. C. L. Gardner,
Supt. Trans. F. Ft. W. & W. Ry.,
Findlay, Ohio.

Dear Sir: Replying to your letter of the 30th ult., addressed to Mr. J. B. Hutchinson, Chairman Committee on Car Service of this Association, respecting the method of computing rental for coaches hired on the per diem basis.

Under instructions from Mr. Hutchinson, your communication was referred to the Committee on Car Service. Their replies have been received, and it is the unanimous opinion of the members of that Committee that each car should stand upon its own basis, and that the per diem should be figured separately for each car, counting from the hour of receipt to the hour of delivery, a full day to be charged for a fraction of more than half a day.

Yours truly,

(Signed) W. F. ALLEN,
Secretary.

Mr. T. F. Whittelsey: I move the matter be laid on the table.

Seconded, and on call for ayes and nays the motion was unanimously carried.

Report of the Agents' Association on the Question of "No-Bill" Cars.

The Secretary read the report of the local freight agents on the question of the causes leading up to "no-bills," which was discussed at their meeting held May 29, 1899, showing the causes leading up to "no-bills," which in several instances was due to the distance from the yard to the local office at which the billing was handled.

The report was ordered received and placed on file.

Secretary: There is another thing I would like to call

attention to. At the last meeting of the local agents, held September 5, the following resolution was unanimously adopted:

“Resolved, That we close our several warehouses for the receipt of freight on the following legal holidays: New Year's, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.”

It was seconded and carried that the above resolution be referred to the superintendents for approval, to be made part of the resolution already adopted to close freight houses at 5 p. m. and on Saturday at 3 p. m.

Mr. M. S. Connors: I move that the resolution be adopted.
Seconded.

On the roll call, the result of the vote was unanimous in favor of adopting the resolution.

On motion adjourned.

Car Service.

Mr. W. H. Potter, Chairman.

The Secretary submitted the report of the Committee of the Car Service Association, putting in form the substance of the resolutions adopted by the joint meeting, as follows:

Substitute for Rule 1, Toledo Car Service Association Rules, Effective October 1, 1899.

(a) All freight taking carload rates will be subject to car service and trackage charges, except as provided for in Rule IV.

(b) Railroads will not furnish help, either for loading or unloading freight taking carload rates.

(c) To release cars, railroad companies reserve the right to send carload freight to a public warehouse at the expiration of the free time.

A railroad may unload carload freight in its warehouse if necessary to secure the release of its car, making the same charge for labor and storage as is made by public warehouse; all cases to be reported, with full particulars, to the Car Service Manager.

(d) Railroad companies will not unload within their warehouses freight taking carload rates, except as above provided, nor accept in their freight houses for outbound shipment freight taking carload rates.

(e) Railroads will collect storage on all less than carload freight remaining in their warehouses more than 5 days at the following rates:

Consignee will be notified with advice of arrival of shipment that such storage charge will be collected.

The Committee called attention to the fact that section (b) was deemed advisable to be inserted in the changes, inasmuch as it had been overlooked by the joint meeting, and the Committee included it in the revised changes, with request that the Secretary be notified in case there was any objection to that section. (The Secretary stated that he had received no notice of any objection.)

Mr. D. S. Sutherland: As I understand it, the railroads agreed to do several things. We must be very careful in getting this matter into the proper form, and I think we should take up each subject under the proper head and keep close to what was decided on.

Mr. T. F. Whittelsey: This meeting today is *the* meeting. The gentlemen here today represent the railroads in the Toledo Car Service Association, and they represent the agreement that has been signed by the members of the Toledo Car Service Association. It seems to me that whatever we do here today will bind our respective companies regardless of the meeting which led up to the present meeting.

The Secretary read section (a): All freight taking carload

rates will be subject to car service and trackage charges, except as provided for in Rule IV.

On the roll call, the motion to adopt this section was unanimously carried.

Section (b): Railroads will not furnish help, either for loading or unloading freight taking carload rates.

Mr. W. H. Potter: This is a radical departure from what we are doing at present, and we will have to stand together or the rule will not hold.

Secretary: I might state here that the agents are in favor of this rule, and in addition "such other freight as the Classification specifies shall be loaded or unloaded by consignor and consignee." This would include traction engines, threshing machines, etc.

Mr. D. S. Sutherland: I do not see that there is any necessity for putting that in. In Detroit the railroads do not furnish help to load or unload any freight subject to car service charges.

Mr. W. H. Bennett: This is the report of the Committee, and I presume it is subject to an amendment, and I would suggest that we adopt what the agents desire included and make it a little stronger.

Seconded.

Mr. H. O. Halsted: The reason it is put in is that traction engines, heavy machinery, etc., sometimes takes less than carload rates, and the agents desire that help not be furnished to load or unload freight which the Classification specifies shall be loaded or unloaded by consignor or consignee.

On the roll call, the vote on the section as amended resulted as follows:

Ann Arbor R. R.	Yes.	M. C. R. R.	No.
C. H. & D. R.	"	Penna. Co.	Yes.
H. V. Ry.	"	T. & O. C. Ry.	"
F. & P. M. R. R.	"	Wabash R. R.	"
L. S. & M. S. Ry.	No.	W. & L. E. R. R.	"

Mr. D. S. Sutherland: I think we are going a little beyond car service matters. We do not charge car service on traction engines. We have our platform arranged so we can roll the engine on the ground, where it remains until the owner takes it away.

Mr. W. H. Potter: I think this rule should be unanimously adopted in some form or other.

Mr. T. F. Whittelsey: I am willing to vote for it in either shape. I am in favor of moving a reconsideration of this section.

Seconded.

Mr. F. Clark: Is there any reason why traction engines should not be sent to public storehouses, the same as other freight?

Mr. D. S. Sutherland: 'This freight is entitled to 5 days' free storage time in the yard, and we do not give them 5 hours, but unload on the ground, thereby releasing the car promptly. I am willing to carry out what we did in the last meeting.

A motion to reconsider this question was seconded and carried.

On the vote on the original section (b) the vote was unanimous in favor of adopting and enforcing the rule.

Section (c): To release cars, railroad companies reserve the right to send carload freight to a public warehouse at the expiration of the free time. A railroad may unload carload freight in its warehouse, if necessary to secure the release of its car, making same charge for labor and storage as is made by public warehouse; all cases to be reported, with full particulars, to the Car Service Manager.

Notice to this effect must be given to consignee with advice of arrival of shipment.

It was moved and seconded that this section be adopted.

The vote in favor of the adoption of this rule was unanimous.

Section (d): Railroad companies will not unload within their freight houses freight taking carload rates, except as above provided, nor accept in their freight houses for outbound shipment freight taking carload rates.

After considerable discussion, in which the question of receiving freight which may take carload rates on platform when a party tenders delivery and a road has no empty car at hand was brought up, it seemed to be the sense of the members present that, under the improved conditions which will follow the enforcement of the new rules, the chance of such emergencies arising would be remote; however, if such a case did come up, it was thought the shipper should be permitted to unload on the platform, pending the placing of a car, with the understanding that every such case would be reported to the Car Service Manager.

The motion to adopt this section was unanimously supported.

Section (e): Railroads will collect storage on all less than carload freight remaining in their warehouses more than 5 days at the same rate as is made by public warehouse, or may cause same to be removed to public warehouse at cost and risk of owner.

The following schedule of rates was read by the Secretary, which is recognized as the present warehouse charges:

STORAGE PER 100 LBS., CARLOADS.

(Prices quoted for first week include cost of handling.)

	1st week	Each succeeding week
offee, in cases and bags		
ugar, in barrels and bags		
alt, in barrels and bags		
anned Goods		
eans, in barrels and bags		
eds, in boxes and bags		
on, bar, sheet, etc.		
indow Glass		
aper in rolls	1½ cts.	½ ct.
inegar, in barrels		
ags, in bales		
inder Twine and Rope		
olled Oats		
ement, in barrels and sacks		
oofting Paper and Tar		
atches		
ailed Hay		
eanuts, in sacks		
ruit Jars		
otatoes, in sacks and barrels	2 cts.	¾ ct.
pples		
lassware, in hogsheads, barrels		
boxes and crates	2½ cts.	1 ct.
gricultural Implements		
ousehold Goods	7 cts.	2 cts.

LESS THAN CARLOADS.

First week, 2 cents per 100, minimum, 25 cents; each succeeding week, cent per 100, minimum 10 cents.

The public warehouses advise that the above rates do not include switching or cartage, and neither is it intended to protect by insurance.

On the roll call, all roads voted in favor of adopting the above section.

It was moved that the rules as a whole be adopted.

Seconded and carried.

Mr. M. S. Connors: Mr. President, there is a question as to the time these rules take effect. Is it understood to be October 1? The actual notice to this effect will give 20 days. So far as I am concerned, it is enough.

Mr. T. F. Whittelsey: I move that the rules take effect October 1, 1899, and notice to this effect be given through the newspapers and otherwise.

Seconded and carried.

Secretary: Mr. President, I have a report from the Committee on Clover Seed, as follows:

Your Committee, appointed to consider the matter of prohibiting the grading, weighing and inspection of clover seed in freight houses, begs leave to report as follows:

After discussion of the matter it was decided unwise to make any recommendation.

(Signed) S. B. FLOETER,
T. F. WHITTELSEY,
G. E. HUSTED,
FRANK CLARK,
Committee.

The Committee explained that, inasmuch as clover seed taking carload rates would not be handled through the house, they did not think it advisable to take up the matter of restricting the inspection of less than carload shipments.

The report of the Committee was accepted.

The Secretary called attention to the matter of furnishing notices to shippers on arrival of freight, and submitted forms of notices for both carload and less than carload freight, which were recommended by the agents.

Mr. Whittelsey thought it was a matter for each member to decide personally as to what form of notice they would adopt to protect themselves.

Mr. T. F. Whittelsey: I think the manager should be authorized to have a new book of rules printed, including the new rules adopted.

Mr. T. F. Whittelsey: I move that the Association as a whole notify the public through the press by a printed notice signed by each member of the Association that these rules will take effect October 1, 1899.

Seconded and carried.

Mr. D. S. Sutherland: I move that a new book of rules be printed.

Seconded by Mr. Whittelsey.

Carried.

On motion adjourned.

W. H. POTTER,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Peoria, Illinois, September 16, 1899.

Mr. O. G. Fetter,
Sec'y Central Ass'n of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: Having ascertained on the 11th that no quorum
would be present, our meeting called for the 12th inst. was
declared off.

Yours truly,

A. J. ELLIOTT,
Secretary.

St. L. Transfer Co. . . . Mr. A. T. PERKINS.
Term. R. R. Ass'n. . . . Mr. F. X. ROEDERER . . . Agent.
T. St. L. & K. C. Ry . . . Mr. A. T. PERKINS.
T. H. & I. R. R. . . . Mr. O. E. RAIDY Trainmaster.
Wabash R. R. Mr. C. B. ADAMS Supt. Trans.
" Mr. A. ROBERTSON Supt.
" Mr. J. A. ROEDERER Agent.
Wiggins Ferry Co. . . . Mr. F. E. ANDERSON . . . Secretary.
National Stock Yards . Not represented.

VISITOR: Mr. W. M. Prall, Car Service Manager.

President: The minutes of the July meeting and those of the Annual Meeting of the entire Association have been distributed to the members, and unless there are some objections, they will stand approved.

At the time our August meeting should have occurred the July proceedings had not come to hand, and inquiry among the members showed that it would be impossible to get a quorum at the meeting. This Association has no Executive Committee. Article 8 of the by-laws provides that the President shall have general charge of the affairs of the Association, appoint all Committees and shall be a member of all Committees. The President felt he did not have authority to postpone the meeting. At the same time, acting on the authority of that Article, and also with the advice of the Vice-President and several members of the Association whom he ran across, the Secretary was directed to send out notices that the meeting would be passed, and I should be glad to have the Association take action as to their approval or disapproval of the action as a matter of precedent.

Mr. Raidy: I move the action of the President be approved.

Mr. Adams: Seconded.

The motion carried.

President: There is no unfinished business, with the exception of the report, if any, of the Committee appointed to look after the entertainment of visiting members of the Central Asso-

ciation in July. I do not know whether that Committee has anything to report or not.

Mr. McChesney: There is nothing to report.

President: The Secretary will read such correspondence as he has.

Secretary reads:

The Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.

Indianapolis, Indiana, August 10, 1899.

Mr. F. E. Anderson,

Secretary, St. Louis, Mo.

Dear Sir: Referring to the enclosed circular in regard to the manner of handling Pintsch gas. It has always been our practice to charge the receiving road with the amount of gas in the car at the time we delivered same, and we have always accepted bills from the delivering road for gas in the cars at the time delivered to us. We have done this without the use of a card. I hardly think it is necessary now to furnish cards as authority for this purpose.

I wish to call attention to the last clause of Article 4 in the circular, underscored in red pencil. All the contracts that I have ever seen between railroad companies and sleeping car companies provide that the railroad company must heat and light the cars; to do this we must furnish the necessary gas or oil and fuel. Therefore, I don't see how the railroad companies can expect the sleeping car companies to settle for something they don't have to, and I think the circular should be modified to that extent at least.

In your circular you claim that the articles of the circular are practically the same as the Master Car Builders' Association Rules adopted in June. Will you kindly give me the numbers of the rules adopted by the M. C. B. Association covering the articles in the circular?

. Yours truly,

W. GARSTANG,
Supt. M. P.

Secretary: The circular referred to in Mr. Garstang's letter is that quoting the rules adopted in relation to Pintsch gas, which appear in the June proceedings. The following reply was made to Mr. Garstang:

Central Association of Railroad Officers.

St. Louis, Missouri, September 7, 1899.

Mr. Wm. Garstang,

Supt. M. P., C. C. C. & St. L. Ry.,
Indianapolis, Indiana.

Dear Sir: Referring to your favor of the 10th ultimo, with regard to the rule to card for gas used, will say that Supt. Bayley, of the Big Four, under date of June 24, says:

"The M. C. B. Association, at their convention at Old Point Comfort last week, added a resolution to the rules that will govern the supplying and charging for Pintsch gas, which will be as follows:

"'Delivering road will obtain from the receiving road a card showing the number of atmospheres of gas at the time of delivery, which card will be their authority to render bill for the amount of gas in the car at the time it was delivered.'"

You will see that the rules adopted by this Association are in line with this resolution.

The last clause of Article 4 referred to sleeping cars delivered to the Pullman Company's shops at St. Louis, which go out of the railroad company's possession when delivered to Pullman Shops.

I will read your letter at the meeting tomorrow.

Yours truly,

F. E. ANDERSON,
Secretary.

Illinois Central Railroad Company.

St. Louis, August 18, 1899.

Mr. F. E. Anderson,
Secretary C. A. of R. R. Officers,
City.

Dear Sir: At a recent meeting of the board of the Central Car Service Association it developed that the practice of holding certain commodities in freight houses for the benefit of shippers was being indulged in by certain lines extensively, and by all of the lines to some extent. This is commonly termed "house freight."

The tendency of this practice is to break down car service rules. For instance, in the recent hearing of the Merchants' Committee, at which they asked for certain modifications of the rules at East St. Louis to meet what they termed "unequal conditions as between the east side and west side lines," the flour men asked for an extension of the time at East St. Louis to offset the time that was allowed at St. Louis on account of the unloading and storage of flour by the west side lines.

I think that this whole matter is one for consideration by the Central Association of Railroad Officers, and I would suggest that you have a conference with President Perkins, and if he agrees with the suggestion, send out communications to all members, asking to what extent this practice is being indulged in by their lines, and have them come prepared at your next meeting to discuss the question fully, and if at that time thought advisable, take some steps to at least curtail the practice.

I offer the suggestion that this be done by letter, as the transportation officers would no doubt want to confer with their traffic departments on this subject before defining their position, and we can in this way gain time and have the matter considered at the next meeting.

Yours truly,

C. F. PARKER,
General Agent.

President: The letter from Mr. Garstang evidently is the result of misunderstanding, and I presume the Secretary's reply is satisfactory.

Mr. McChesney: I move the matter be passed.

Seconded.

President: If no further remarks, the matter will be passed in accordance with the motion.

The other business we have is a letter from Mr. Parker which has been sent out to the members by the Secretary in regard to the unloading of carload package freight in warehouses. This is a subject of considerable importance, and one which has been up before on the west side without any definite result, and the matter has now come up with the east side lines.

Mr. Parker is ill and unable to be here today, and I don't know whether the Association will want to discuss the matter until he can be here or not.

Mr. McChesney: To what extent has the practice been carried?

President: The practice complained of relates to flour, other cereals in packages, like oatmeal, starch, etc., unloaded in freight houses. The question came up, as explained in Mr. Parker's letter at the time the car service rules went into effect in East St. Louis. Certain commission merchants appeared before the car service association executive board and argued that they should have extra free time at East St. Louis for unloading, on account of the practice at St. Louis of railroad companies unloading such commodities in freight house.

Mr. McChesney: The L. & N. does not give free storage at any time. They require unloading promptly.

Mr. Adams: On the west side of the river, I believe, more of such commodities are handled. I believe, Mr. President, you store more of it in your warehouse at North St. Louis than any other road. What would be the effect on the flour interests if the roads on the west side should refuse to store such freight?

President: It is my opinion the immediate shutting off of

unloading of flour would probably cause a good deal of embarrassment to the flour merchant, and I should not be in favor of saying to the flour dealers on one day that we would stop it on the next day. I see no reason, however, why commission merchants should not make arrangements for proper storage facilities and unload their own cars after reasonable notice has been given. I doubt very much whether the statement that our road unloads more than any other road is correct. I admit we unload all we are asked to.

Mr. Adams: The fact that your road handles more of such business from St. Paul and Minneapolis—that is where this flour comes from principally—led to the statement. I believe you handle more than we do. What I want to find out from you is, what effect is it going to have on the traffic if we give the merchants reasonable notice that on and after thirty or sixty days from now that we would refuse to store flour, etc., in our warehouses? What effect would it have on the business? Would it not drive it to other markets?

President: In my opinion, it would result in the merchants furnishing their own warehouse facilities. I believe the greater part of flour and other package freight stored in freight houses is stored simply for local city consumption. Nearly all of it is taken away by teams. It is not loaded up and sent to other points.

I have always opposed the practice of storing this freight. We have had to build considerable extra platform in order not to block up our freight houses. We used to unload in our Franklin Avenue house, but finally had to transfer it to Mound Street.

Mr. McChesney: Is there not an agreement between the west side lines to provide free storage?

President: No agreement whatever.

Mr. Roederer: Is there not an old agreement between the west side lines and flour merchants?

President: I know of none. After flour has been in our house for two days we begin chasing the consignees up until they get it away.

Mr. Adams: Is it not a fact that you take this flour out of car and when they come for it they bring an order for five or ten bags, they, your platform men, take it down and deliver to teams?

President: The teamsters are supposed to unload from platform into their wagons themselves. Our men very often give them assistance.

Mr. Adams: That is an expense to you in doing that?

President: I don't think there has ever been much extra expense in assisting to deliver it, because we don't do very much of that. One point we insist upon, and that is, we will accept no claim for loss. Claims for stolen flour we will not entertain.

Mr. Adams: How about the condition of the bags?

President: We have absolutely refused to accept any responsibility. I have talked with a good many of the flour dealers and they admit our action in that respect and are satisfied. I have refused on several occasions to make arrangements to take pay for storage. We do not want under any circumstances to accept responsibility as warehousemen for flour stored. If anyone should bring suit, perhaps we should lose, but at the same time I don't believe the dealers would bring suit. That is the one feature that works to our own advantage. The other advantages are all on the part of the consignee.

Mr. Adams: Mr. Prall, do you experience any trouble at East St. Louis on this account?

Mr. Prall: No trouble at all. I make the allowance five days of storage in cars up to January 1; on that date the extra allowance ceases.

Mr. Adams: Mr. Prall says he is making concessions of five days up to January 1; now, after January 1 will you be able to bring them down to 48 hours?

Mr. Prall: The fact is that flour for East St. Louis market is a separate matter entirely from that unloaded at St. Louis. As I understand it, the trouble is this: Flour at East St. Louis has been left in cars. When car service rules went into effect

this flour was supposed to be removed in 48 hours. East St. Louis lines would have to unload into their freight houses to be on the same basis as west side lines or else an extension of the free time allowed. Now what is going to be the condition on January 1 unless there is a change of the west side from what there is? There is not any question in my mind that they should do away with free storage on both sides of the river, although the matter is not a car service problem.

President: It has developed into a semi car service problem.

Mr. Prall: I do not doubt that it will be a question between the east and west side lines, unless there is a uniform agreement between all roads coming into both sides, and I think there is no particular advantage to have the railroads warehouse such commodities as they do at the present time. I think it has been proven to the commission houses that they are better protected by the car service rules fully applied than they are without them.

Mr. McChesney: I move that the Secretary address a communication to each member, asking for an expression as to their practice. I think it will then develop there is no uniformity, some lines giving free storage and others are not. I do not see how we can proceed without just knowing what the practice is.

Mr. Adams: I came here to gain information, but I feel this is a very important matter. The question of storage of freight at St. Louis, Chicago and various other points in this country is hampering the proper enforcement of car service rules. Just what shall be done to overcome this condition of affairs I am not prepared to say. Mr. Prall states, and I am rather inclined to side with him, that the proper thing to do is to allow the railroads the privilege of unloading the freight and storing it in freight houses if they see fit, but with the proviso that the cars must be unloaded within the free time. The only difficulty I see is at points on roads not properly equipped with track facilities. At Chicago the condition is very bad for the reason that some roads have track facilities and little warehouse room, while other roads have a reversed condition. Further-

more, the road lacking track facilities rushes everything in warehouses; other roads have got to store their freight in cars. At East St. Louis we want to get our cars released in as quick a time as possible. I believe for the individual interests of the roads that whatever action we take should be uniform, and that is in support of Mr. McChesney's motion, and I believe it would be to our interests on both sides of the river to do away with the storage of free commodities. It is just a question of time when these warehouses will be congested. I really think we should take action looking to this end. We may have to allow a little more time, but I think we should do away with the free storage of freight on both sides of the river.

Mr. Prall: I want to make clear my position in regard to car service and storage. They are two phases of the same problem. They are both abuses that have been allowed by the railroads in order to influence shippers to forward freight over their lines. In car service it was supposed at one time that to build unlimited cars would remedy the matter. The result of the extensive building of cars was the absolute necessity for the building of side tracks in order to hold loaded cars, until in the end it was found that additional facilities were actually detrimental to the railroads. Finally, as a last resort, a number of transportation officers, among whom were Messrs. Adams and Hequembourg, agreed to try the application of a rule to the individual car where the consignee felt interested in its unloading. That system today has become known as the car service system, and is being applied in different ways all over the United States, and has, to a certain extent, made the problem of storage of freight in warehouses as permanent as the storage of freight in cars. The more facilities the railroads furnish the more trouble they have, and there is but one solution, and that is to refuse to continue warehousing of such freight.

President: If there are no other remarks on Mr. McChesney's resolution, the Secretary will address a communication to all members, asking for full statement as to their practice on the unloading and free storage of package freight, and requesting that reply be made before next meeting.

Is there any other new business?

Mr. Adams: I would like to take up the matter of loading cars with rubbish and refuse of all sorts. It is my understanding, at St. Louis and at other points, that when a road delivers a car to their connections that the receiving road will deliver that car back in the same condition. If they offer the car back loaded with rubbish, it should be refused or taken out at their expense.

President: I can not say that is the custom, but I think it is the general understanding. We get a great many cars that have rubbish in them, and I guess we have sometimes been offenders ourselves. Our instructions are to keep cars cleaned out. Rubbish should not be put in cars. There are a good many cases, however, for example, sawdust in ice cars, the refuse in stock cars, etc., of course, that have to be treated separately.

Mr. Adams: I will make a motion that cars must be cleaned of rubbish before returning to connection, and that the receiving road has a right to reject and turn back to connecting line any car that is offered containing rubbish and filth, the ordinary manure and sand in stock cars or sawdust in ice cars used in regular lines to be excepted.

Mr. McChesney: Seconded.

Mr. Roederer: I would like to have the resolution made very clear. I think something should be done in order to get the matter of returning cars in the proper condition. I undertook to find out the practice of others and find no two lines have any similar defined rule.

President: One difficulty about the thing is in connection with switch loads. If we receive a car for industry located on our tracks, our charge is \$1.00, and we have either got to take some measures to charge for cleaning out that car or else we can not afford to handle the car. I presume most switching roads would feel the same way. Take, for instance, a car of potatoes which comes to us from the Merchants' Bridge for delivery on our line. If consignee unload most of the potatoes and leave a whole lot in the car, we can not afford to unload the refuse.

Mr. Adams: We are willing to agree to that. It is a fact that switching roads are permitted to load up rubbish and cars shoved back to connection.

President: There are a good many roads not represented here today that should be asked as to their practice.

Note.—On the motion put by Mr. Adams those present voted aye, with the exception of the T. R. R. A., T. H. & I., and Colo. Road, who voted in the negative.

President: The Secretary will ask all companies for their votes and report on that at next meeting. It might be well to ask if those members who voted against the resolution would agree to it if it passed by a large majority.

Mr. Raidy: If it was unanimous, we would.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., September 13, 1899.

The meeting was called to order at 2:30 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....MR. J. W. STARR.....Supt. Ter.
C. & A. R. R.....(Not represented.)
C. R. I. & P. Ry.....(Not represented.)
H. & St. J. R. R.....(Not represented.)
K. C. F. S. & M. R. R..MR. E. F. EDGECOMB...Agent.
C. M. & St. P. R. R. ... (Not represented.)
M. K. & T. Ry.....(Not represented.)
C. G. W. Ry.....(Not represented.)
K. C. St. J. & C. B. R.R. (Not represented.)
St. L. & S. F. R. R.MR. F. B. PARKER.....Agent.
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. R. R.....(Not represented.)
Wabash R. R.....MR. JAS. LAUGHLINTrainmaster.
K. C. N. W. R. R.....MR. R. P. ISITTAgent.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....(Not represented.)
K. C. Sub. Belt R. R...(Not represented.)
Union Depot Co.....(Not represented.)

President: There are only six lines represented, which is not sufficient to constitute a quorum, but according to a resolution passed at the January, 1898, meeting, we can transact any business that may come before the Association that does not require a vote.

We have two Committees to report today, but Mr. Stevenson, who is chairman of both Committees, is not present, and it will therefore be necessary to let the reports lay over until the next meeting.

Mr. Starr: I will say for the information of those present in regard to the Committee of which Mr. Stevenson is Chairman and Mr. Fish and myself the other members, that the Chairman has not yet called a meeting of the Committee.

President: Is there any correspondence to be read before the Association?

Secretary: There is no correspondence.

President: If none of the members have anything to bring before the Association, a motion for adjournment will be in order.

Mr. Starr: I move we adjourn.

Seconded and carried.

Date of next regular meeting, October 11, 1899.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

Louisville, Ky., September 14, 1899.

Mr. O. G. Fetter,
Secretary C. A. of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meeting of the Louisville Division of the
Central Association of Railroad Officers on account of no quo-
rum.

Yours truly,
J. C. LOOMIS,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.


OCTOBER.


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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
 F. L. TOMPKINS.....1st Vice-Prest.
 G. W. BENDER.....2d Vice-Prest.
 O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
 F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
 J. W. RILEY. A. GALLOWAY. H. C. BARNARD.

DIVISIONS.

A. GALLOWAY.....	President.....	Cincinnati Division.
J. W. RILEY.	"	Indianapolis "
WM. QUINN....	"	Columbus "
A. H. SMITH.	"	Toledo "
C. L. NICHOLS.....	"	Peoria "
A. T. PERKINS.	"	St. Louis "
C. E. CARSON..	"	Kansas City "
A. M. McCracken.....	"	Louisville "
W. H. BRIMSON.....	Vice-President.....	Cincinnati Division.
A. A. ZION.....	"	Indianapolis "
J. H. GLOVER.....	"	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
H. P. GREENOUGH.....	"	Peoria "
EDWARD DUNLOP.....	"	St. Louis "
J. W. STARR	"	Kansas City "
W. J. HARAHAN.....	"	Louisville "
O. G. FETTER.....	Secretary	Cincinnati Division.
G. B. STAATS	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES	"	Kansas City "
J. C. LOOMIS.....	"	Louisville "
O. G. FETTER.....	Treasurer	Cincinnati Division.
G. B. STAATS.	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "
J. C. LOOMIS	"	Louisville "

CINCINNATI DIVISION.

Special Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, October 24, 1899.

The meeting was called to order at 11:10 a. m., by Vice-President Brimson.

The following roads were represented:

B. & O. S-W. R. R.....	MR. W. H. BRIMSON	Supt.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER	D. M. M.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD	Supt.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

Vice-President: As the minutes of the previous meeting have been printed and distributed, we will dispense with their reading.

Amending Article VIII of the Joint Car Inspection Agreement.

The Secretary read report of the Standing Committee on Joint Car Inspection as follows:

Cincinnati, Ohio, September 12, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held this date, the question of amending Article VIII of the Joint Car Inspection Agreement was considered and the following action taken:

Resolved, That the matter be referred back to the Central Association of Railroad Officers, Cincinnati Division, with the recommendation that letter ballot be taken on same.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Arnold: I move that the recommendation of the Standing Committee be carried out.

Seconded and carried.

Uniform Switching Rate for both Loaded and Empty Cars.

The Secretary read report of the special committee on this subject as follows:

Cincinnati, Ohio, August 8, 1899.

To the Officers and Members, Cincinnati Division, Central Association of Railroad Officers.

Gentlemen: Your committee appointed for the purpose of investigating the advisability of adopting uniform switching rate for handling both loaded and empty cars met with a similar committee from the Cincinnati Freight Association on May 19.

After some discussion it was resolved that all lines interested should keep a record of cars improperly switched for thirty days commencing with May 23. It was the belief that some idea could be arrived at as to the extent of this improper switching after receiving these reports.

Mr. Fries, Chairman of the Joint Committee, received communications from all the roads, copies of which are enclosed herewith. We find that there was so little improper switching that in our opinion it would not be advisable to change the present methods and desire to so report.

Respectfully submitted,

(Signed) C. C. RILEY,
GEO. W. LEWIS,
BRENT ARNOLD,
Committee.

Mr. Arnold: I move that the report be received and filed.
Seconded and carried.

Stock to be Fed and Watered at Cincinnati.

The Secretary read the following communication from the Cincinnati Local Freight Agents' Association:

Cincinnati, Ohio, August 2, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held August 2, 1899, the following resolution was adopted:

Resolved, That we respectfully recommend to the Central Association of Railroad Officers, Cincinnati Division, that when shipments of live stock require to be fed and watered at Cincinnati, that the road taking the freight from Cincinnati shall perform the service, unless it is shown that the necessary action has been taken by the road bringing the live stock to Cincinnati, or instructions to the contrary are shown on the billing.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Lewis: As this is a matter in which all roads are interested, and as we have a small attendance at this meeting, I would suggest that the matter go over until the next regular meeting, in the meantime the Secretary to secure letter ballot on same.

Seconded and carried.

Cleaning Stock Cars.

Secretary: At our meeting of July 11, 1899, this matter was referred to a committee of three, consisting of Mr. Peters, Mr. Cavanagh and Mr. Arnold. On October 3 I wrote the chairman of the committee, asking for report, and in reply received a copy of report which he had formulated and sent to the other members of the committee for signature; up to the present time I have not received the report properly signed.

Mr. Lewis: I move that the matter go over until the next meeting, in the meantime the Secretary take the matter up with the committee for report.

Seconded and carried.

Charging for Pintsch Gas in Passenger Equipment Interchanged.

Secretary: This matter was referred to the Standing Committee on Joint Car Inspection for report.

Mr. Lawler: The Standing Committee had a meeting this morning and a subcommittee was appointed to investigate the matter, and we hope to be able to report to the Association at the next regular meeting.

Mr. Lewis: I move that the Standing Committee be given further time.

Seconded and carried.

**Joint Car Inspector at Cincinnati becoming a Member of the Joint
Car Inspectors' Association.**

The Secretary read the following communication:

Cincinnati, Ohio, September 12, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held this date, the question of the Joint Car Inspector at Cincinnati becoming a member of the Joint Car Inspectors' Association and attending their meetings was considered and the following resolution was adopted:

Resolved, That we respectfully recommend to the Central Association of Railroad Officers, Cincinnati Division, that the Joint Car Inspector at Cincinnati be authorized to become a member of the Joint Car Inspectors' Association, and to attend the meeting called at Cleveland, Ohio, September 22, 1899, with the understanding that the representatives at this meeting are to be Joint Car Inspectors only, they having the privilege, however, to invite as visitors those whom they may desire to attend; the meetings to be held annually at such time and place as may be selected most convenient after the M. C. B. Rules are effective.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Lawler: I would recommend that this Association allow the Joint Car Inspector to become a member of the Joint Car Inspectors' Association, because it gives him an opportunity to hear the ideas of the various Joint Car Inspectors throughout the country on the rules of interchange, and it will also have a tendency to expedite the movements of cars, for where cars are now held up at one point on account of the different opinions of the various inspectors who have to pass on a certain car, that

feature will be removed on account of their coming together and understanding the rules alike, and I think it very essential that he become a member of that Association.

Seconded by Mr. Lewis and carried.

Diversion of L. & N. Car 10046.

The Secretary read the following communication:

Cincinnati, Ohio, October 10, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: The L. & N. R. R. delivered L. & N. car 10046 to the Big Four on August 6; the Big Four delivered it to the C. & O. at Cincinnati, August 11, loaded with hay for the O. N. Bartlette Commission Co., Covington. The C. & O. Ry. delivered the car to the I. C. R. R. on September 7. This diversion is a plain violation of Rule 3 governing switched cars.

I think the Association should take cognizance of this case, with a view of preventing similar diversions in future.

Yours truly,

(Signed) BRENT ARNOLD,
Superintendent.

Mr. Arnold: I move that the communication be referred to the C. & O. Ry., with request that they investigate the matter and report.

Seconded and carried.

Mr. Lewis: In connection with this question a number of the roads at Cincinnati have instructions not to let their cars, that is, cars of the southern lines, go to a northern line. We have instructions that our northern connections must not load C. & O. cars for southern points. Two or three cases have recently come to my notice where cars have been offered us by Cincinnati connections loaded to southern points. We have refused to accept the cars and ordered them transferred; the lines, instead of transferring the cars, have diverted them to the south by some other road.

The cases that have come to my attention have been cars that have been routed south via the L. & N. R. R. and have been diverted, presumably to the C. N. O. & T. P. Ry. It seems to me that this is a clear case of diversion of cars, but under the rule that when a road diverts one car they shall make it good by delivering two others, I do not see that we get a remedy, because the car is not routed via the C. & O. Ry.; it simply goes over the bridge and is delivered to the L. & N. R. R. Probably the L. & N. R. R. would be entitled to two cars for each one diverted, but the C. & O. Ry., whose car is mis-used, gets no relief, and it is a matter that I think should be taken up and something definite decided on. The L. & N. R. R. is also interested in this matter because they have instructions in effect that their cars must not go to northern lines, and I present this matter for the consideration of this meeting.

Mr. Arnold: In cases where C. & O. cars are loaded from northern points to be routed via southern lines, contrary to the instructions of the C. & O. Road, the delivering line at Cincinnati should transfer the cars, provided, of course, that they were loaded on one of the lines reaching Cincinnati.

Mr. Lewis: I move that the Chair appoint a committee of three to consider this matter and make recommendation to this Association at its next regular meeting, and that the Secretary make a brief of the case and send a letter to the committee, so that they will understand fully the point they have to deal with.

Seconded and carried.

Vice-President: I will appoint as that committee Mr. G. W. Lewis, Chairman, Mr. G. H. Waldo and Mr. C. C. Riley.

Loading of Cross-Ties.

The Secretary read the following communication :

Cincinnati, Ohio, October 10, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: The Cincinnati lines have no uniform rules as to loading flat cars and flat bottom gondola cars with cross-ties. Please present this matter at the next meeting of this Division for discussion and recommendation to the Standing Committee on Joint Car Inspection to draft and submit rules to this Association.

Yours truly,

(Signed) GEO. W. LEWIS,
Superintendent.

Mr. Lewis: My recollection is that the rules for loading long lumber and timber do not provide for cross-ties.

Mr. Lawler: There is nothing in the M. C. B. Rules which applies to loading ties, inasmuch as they are usually for a short haul and scarcely ever interchanged, and I think the only way we can accomplish anything is to take the matter up with the Secretary of the M. C. B. Association.

Mr. Lewis: I move that the question be referred to the Standing Committee on Joint Car Inspection to recommend a manner of loading cross-ties, they to make such investigations as may be necessary.

Members Proposed.

The name of Mr. J. S. Sweeney, Trainmaster C. C. C. & St. L. Ry., was proposed for membership and duly elected.

Resignations.

The Secretary read the following communications:

Springfield, Ohio, September 14, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: Having severed my connection with the Big Four to enter the service of the New York Central Railroad, I hereby tender my resignation as a member of the Cincinnati Division, Central Association of Railroad Officers. I am sorry to leave the Association and wish it much success in the future.

Yours truly,
(Signed) J. C. NELSON,
E. M. W.

Washington, Indiana, October 7, 1899.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: On account of being transferred from Chillicothe to Washington, Indiana, it will be impossible for me to attend the meetings of the Central Association of Railroad Officers at Cincinnati, and I therefore desire to withdraw my membership from the Association.

With kindest regards, I am,
Yours very truly,
(Signed) JOHN HAIR,
D. M. M.

It was moved and carried "that the resignations be accepted with regrets."

Meeting adjourned at 11:45 a. m.

W. H. BRIMSON,
Vice-President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Indianapolis, Indiana, October 4, 1899.

Mr. O. G. Fetter,
Secretary.

Dear Sir: On account of not having a quorum, the Indianapolis Division failed to hold a meeting Monday, October 2.

Members present:

A. A. Zion, Supt. I. U. Ry.

M. W. Mansfield, Supt. Penna. Lines.

M. P. Dennison, Trainmaster L. E. & W. Ry.

Yours truly,

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, October 11, 1899.**

In the absence of President, Mr. English was chosen Chairman.

The following lines were represented :

B. & O. R. R.	MR. T. J. ENGLISH.
C. C. C. & St. L. Ry.....	MR. W. G. BAYLEY.
T. & O. C. Ry.	MR. H. C. FERRIS.
H. V. Ry.	MR. R. S. QUIGLEY.
“	MR. H. S. WAITE.
P. C. C. & St. L. Ry.....	MR. W. C. LOREE.

Unfinished Business.

The matter of “Cleaning Stock Cars,” brought up by Mr. Brimson, and included in the minutes of July meeting, was, on motion of Mr. Ferris, seconded by Mr. Waite, ordered tabled until called up by Mr. Brimson.

The resolution offered by Mr. Kimball to amend Rule No. 7, page 48, of our printed rules, as shown in the minutes of July meeting, was also held over until Mr. Kimball could be present to discuss it.

Reading of Correspondence.

Minutes of the meetings of the Yardmasters' Association were read and approved.

Springfield, Ohio, September 14, 1899.

Mr. J. D. Berry,
Secretary Central Ass'n of R. R. O.,
Columbus, Ohio.

Dear Sir: Having severed my connection with the Big Four to enter the service of the New York Central Railroad, I hereby tender my resignation as a member of the Columbus Division of Railroad Officers. I am sorry to leave the Association, and I wish it much success in the future.

Yours truly,
(Signed) J. C. NELSON.

Chillicothe, Ohio, September 7, 1899.

Mr. J. D. Berry,
Secretary C. A. of R. R. Officers,
Columbus, Ohio.

Dear Sir: Having been transferred from Ohio Division to Mississippi Division of this line, with headquarters at Washington, Indiana, which takes effect September 15, I most respectfully withdraw my membership from your Association. With best regards, I am,

Yours truly, JNO. HAIR.

Secretary: Mr. J. H. Glover, Vice-President of this Division, and Superintendent of the B. & O. R. R., asked me to personally present his resignation to the Association and to say that he was under many obligations for the kind and courteous treatment that he had always received from this Association.

Mr. Loree: I move that the resignations be accepted and the gentlemen named be elected honorary members of this Association.

Seconded by Mr. Waite. Motion carried.

Reports of Committees.

Secretary: The Committee appointed in June to report on the matter of "Is it feasible and desirable to have uniform practice in the matter of transfer at junction points as to who shall stand the cost thereof?" has not as yet filed its report.

Mr. Ferris: I move that the Secretary be instructed to call the attention of the Committee to the fact that the report has not been received.

Seconded by Mr. Quigley. Motion carried.

New Business.

Secretary: I am in receipt of correspondence from one of the Columbus lines, complaining of the delay in receiving certificates for transfer of cars from the Chief Joint Inspector. This matter was referred to the Executive Committee on Joint Car Inspection, who have charge of the Chief Joint Inspector, and a special meeting of that body was held on October 10 to look into the matter. The following extract from the minutes of that meeting is given:

The object of the meeting was to take some action on the complaints received from the various roads on account of the delay in receiving prompt answers to correspondence and transfer orders from the Chief Joint Inspector, also the trouble experienced in locating him.

After discussing the matter thoroughly, it was finally decided to give the Chief Joint Inspector some clerical assistance, at a cost not to exceed \$15 per month.

At the time the clerk was taken off, some two years ago, we reduced the cost of Joint Inspection by cutting off one clerk at \$50 per month, and at that time business was very dull and we could well afford to do it, but now, as interchange traffic is very heavy, all of the Chief Joint Inspector's time is required

at interchange points, looking after the interchange of cars, and there should be someone in the office who would know and be able to locate the Chief Joint Inspector at all times, also to help keep up the correspondence and issue transfer orders promptly.

Mr. Ferris: I move that it is the sense of this Association that the Chief Joint Inspector should have clerical help, which can be arranged for at the nominal sum of \$15 per month, and that Secretary communicate with the different lines for letter ballot on the increase.

Seconded by Mr. Loree. Motion carried.

Mr. Ferris: I move the adoption of the following rules by the Columbus Car Service Association, to be submitted to the Columbus lines for letter ballot.

NOTICE.

The railroads, members of the Columbus Car Service Association, have agreed to enforce the following rules at Columbus on and after November 1, 1899:

(a) All freight taking carload rates will be subject to car service and trackage charges.

(b) Railroads will not furnish help, either for loading or unloading freight taking carload rates.

(c) To release cars, railroad companies reserve the right to send carload freight to a public warehouse at the expiration of the free time, at cost and risk of owner.

(d) Railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses for outbound shipment freight taking carload rates.

(e) Railroads will cause all less than carload freight remaining in their warehouses more than five (5) days to be removed to public warehouse at cost and risk of owner.

Seconded by Mr. Quigley. Motion carried.

Columbus Division's proportion of the expense of the Central Association, amounting to \$4.58, was ordered paid, on motion of Mr. Ferris, seconded by Mr. Quigley.

On motion, duly seconded, meeting adjourned at 4:30 p. m.

T. J. ENGLISH,
President pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, October 24, 1899.

O. G. Fetter.

No meeting in October, account lack of quorum.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, October 10, 1899.

PRESENT:

P. & P. U. F. L. TOMPKINS.....Gen'l Supt.
" W. E. BELL.....Asst. Supt.
Vandalia Line. F. L. CAMPBELL.....Trainmaster.
L. E. & W..... H. F. BICKELL.....Asst. Gen. Supt.
T. P. & W..... E. N. ARMSTRONG.....Gen'l Supt.
C. C. C. & St. L..... C. A. PAQUETTE.....Superintendent.

Meeting convened at 10:20 a. m. In the absence of both President and Vice-President, the Secretary called the meeting to order, and Mr. H. F. Bickell was duly elected temporary Chairman.

Chairman: Unless there is objection, the reading of the minutes of the last meeting will be dispensed with and same will be approved as printed.

Chairman: The first matter on the call is report of letter ballot on the following proposition:

"That trains will not be held for whiskey shipments."

Secretary: The Big Four, C. P. & St. L., C. R. I. & P., L. E. & W. and T. P. & W. vote "Aye"; the P. D. & E. vote "Aye," with the understanding that the vote is unanimous; the Vandalia vote "Aye," provided all roads handling whiskey shipments do likewise; the C. B. & Q. state: "It does not seem desirable that we vote in the affirmative for various reasons

which I can not go over now"; the Iowa Central state: "We have experienced no trouble in that direction, and do not feel that it is a subject on which action should be taken by the Association as a body, hence do not care to vote"; the St. L. P. & N. state their trains leave as late as 11:00 p. m., and that shipments are not apt to be offered after that hour, but if requested, they can hold their trains one hour to accommodate shippers. The R. I. & P. and P. & P. U. have not voted.

Mr. Tompkins: The P. & P. U. are only interested in getting trains out on time, but if it will strengthen the vote, we are ready to vote in the affirmative. I would also state for the C. & A. that we have instructions from them not to hold their trains for whiskey shipments.

Chairman: That puts the matter in bad shape.

Mr. Armstrong: It leaves us just where we were before.

Mr. Tompkins: Might it not be well to again submit the question to those roads who are not so much interested, and ask that they vote in the affirmative in order to make it unanimous?

Chairman: I think the matter is worthy of further consideration.

Mr. Armstrong: I move the question be resubmitted to the lines not voting in the affirmative, stating how the vote stands, and further, that the lines who have voted "Aye" are exceedingly anxious to have the vote unanimous.

Seconded by Mr. Campbell and carried.

Chairman: Our next subject on the call reads:

"Is it advisable to use synchronized self-winding clocks for despatching trains."

Secretary: This was brought up by the following letter:

Peoria, Decatur & Evansville Railway.

Mattoon, Illinois, June 12, 1899.

Mr. A. J. Elliott,

Mgr. Illinois Car Service Ass'n,
Peoria, Illinois.

Dear Sir: I can not be at the meeting tomorrow, but I wish

you would bring up for discussion the matter of using synchronized self-winding clocks for dispatching trains. I should like to know if any of the superintendents have these clocks in their dispatchers' offices; if so, what their experience with them has been, and what their opinions are as to their reliability in furnishing time for train movements.

Very truly,

(Signed) R. B. STARBUCK.

Mr. Armstrong: We have one in our dispatcher's office which is fairly satisfactory. It has been in use for a couple of years, and once or twice, like any other piece of machinery, has failed. We have another, however, so that we are not stuck when the clock does fail. We have been reasonably well satisfied with it.

Mr. Tompkins: I will say the same for the P. & P. U. Ours is as fully satisfactory as anything we have had, and more reliable than the old ones.

Mr. Campbell: The Vandalia have used synchronized clocks and discarded them as not satisfactory. We now use a Howard clock.

Mr. Paquette: We have not used the synchronized clock.

Chairman: The L. E. & W. use them in all their dispatchers' offices, and find they give fairly good satisfaction. Personally, I am not in favor of them. If it were not for the fact that they are set every hour they would be no earthly good. I find they fail sometimes, even within the hour. The machinery is not first class, and I should much rather rely on some good first-class clock, such as the Howard make, for instance, than any synchronized clock.

Mr. Tompkins: Is the Howard clock a pendulum or spring clock?

Chairman: Pendulum.

Mr. Tompkins: Are they reliable around depots where there is a good deal of jarring going on?

Chairman: I'll ask Mr. Campbell to answer that.

Mr. Campbell: We have a Howard clock in the third story of our depot. One of our dispatchers kept a record of the variations, and for eight or ten days there were no variations; the next day the clock was off two or three seconds. This clock is in a position where it is likely to be jarred, and still it keeps excellent time. We have one at Brazil in a one-story building, which the dispatchers say is almost perfect. I brought a diagram with me showing how we record the variations of the clock. (Displays same.) The clocks are eight-day clocks and the dispatchers are supposed to take care of them.

Chairman: Our next subject is "What constitutes the delivery of a car going from one road to another at Peoria?"

Secretary: This question was introduced by Mr. Bickell as follows:

Lake Erie & Western Railroad Company.

Indianapolis, Indiana, June 5, 1899.

Mr. A. J. Elliott,

Secretary C. A. of R. R. Officers,

Peoria, Illinois.

Dear Sir: The question has been asked as to what constitutes a delivery of car going from one road to another at Peoria. In other words, how far is the P. & P. U. R. R. responsible for such a car while in their possession? I would like to have this matter brought up at our next meeting.

Yours truly,

(Signed) H. F. BICKELL,

A. G. S.

Chairman: The idea is this: We bring a car to Peoria destined west via the Iowa Central and turn it over to the P. & P. U., they in turn to the Iowa Central. What I want to know is when our responsibility ceases and when the other road's commences; whether the P. & P. U. or the Iowa Central is responsible as soon as our responsibility ceases.

Mr. Tompkins: When you order a car turned over to a connecting line, that ends your responsibility, unless the car is

bad order, in which case it goes back to your bad order track and into your possession.

Mr. Bickell: There is an interval between the time we turn the car over to the connecting line and the time the connecting line gets it. Who is responsible during that interval?

Mr. Armstrong: You mean after the P. & P. U. have accepted the car and made no objection on account of bad order?

Chairman: Yes, sir.

Mr. Tompkins: I am not fully prepared to answer that question. My recollection is that our attorneys have ruled that a car was in our possession, and that we were responsible from the time we received it until we placed it where we hold the receiving road's cars; for instance, if we receive a car from the L. E. & W. to go to the Iowa Central, if in good order the car is then delivered, so far as the L. E. & W. is concerned. It is then in our possession until we put it where the Iowa Central cars are being kept.

Mr. Armstrong: Do they order you to put the car to the Iowa Central, or do you do it without order?

Mr. Tompkins: We do it without special order. What position the different roads hold as regards the delivery of the billing I know nothing about.

Mr. Bickell: The point is this: We deliver a car to the P. & P. U., and between the time of our delivery and the time car is put into the connection line's train the seal is broken and car robbed. I want to find out who is responsible for that robbery.

Mr. Armstrong: Do the P. & P. U. keep record of seals?

Mr. Tompkins: No, sir, we do not.

This question was, after considerable discussion, disposed of as follows:

Mr. Armstrong: I move the matter be continued to the next meeting.

Seconded and carried.

Secretary: I have a letter from one of our members enclosing a circular letter from Messrs. E. E. Clarke, of the Con-

ductors' Brotherhood, and P. H. Morrissey, of the Railroad Trainmen's Brotherhood, requesting various schedules as to rates of pay, etc. (Reads same.)

Mr. Armstrong: I do not recollect any such communication, although I may have received it and answered it. We have our schedules and the men know what they are. If I should receive such a request from either one of those gentlemen, I should not hesitate to give the information.

Secretary: I have the following from the Local Agents' Association:

Local Freight Agents' Association of Peoria.

Peoria, September 11, 1899.

Ashley J. Elliott, Esq.,

Secretary C. A. of R. R. Officers,
City.

Dear Sir: Below I hand you a statement of the expenses of the Terminal Excursion given by this Association August 31 to the shippers of Peoria, and ask that payment be made through this Association at as early a date as possible.

Programs	\$ 7.50
Badges	2.00
Waiters	6.00
Two Jugs .....	.15
Drayage .....	.25
Lemons	4.00
Sugar	1.50
Cigars	48.00

Total.....\$69.40

The St. L. P. & N. Ry. Co., through their local agent, expressed a desire to bear their proportion of the expense; I would therefore suggest that the opportunity be given them.

Attached you will find a copy of the proceedings of our last meeting, containing a copy of a letter from the Western Merchants' and Manufacturers' Association, expressing their appreciation of our efforts.

Yours truly,
(Signed) G. T. MOWAT,
Secretary.

The clause referred to by Secretary Mowat reads as follows:

Referring to the Complimentary Terminal Excursion tendered by your Association to both the resident and nonresident members of our Association.

Without question this trip was one of the most enjoyable as well as interesting events that occurred during our recent meeting, and in addition to the amusement and information received, it shows the good feeling on the part of the Peoria Local Freight Agents toward the jobbers and manufacturers of this city, and I can assure you on behalf of our members that it is deeply appreciated and reciprocated. Your action in planning this trip shows a very progressive spirit on the part of your members, tending to bring the jobbers and the railroads more closely together.

I have the honor, on behalf of our Association, to tender to the Local Freight Agents of Peoria our sincere thanks and assure you that we will be glad to reciprocate the courtesy whenever the opportunity presents itself.

Mr. Armstrong: I move the bill be paid and divided up.
Seconded and carried.

Secretary: I have the following from Mr. Starbuck:

Peoria, Decatur & Evansville Railway.

Mattoon, Illinois, September 7, 1899.

Mr. A. J. Elliott,
Secretary C. A. of R. R. Officers,
Peoria, Illinois.

Dear Sir: I have your notice of our monthly meeting Tuesday, September 12, and will try to be present. If I should not be present, however, I wish you would present for discussion the question of return of foreign cars to owners after January 1, and which have not previously been equipped with air brakes and automatic couplers in compliance with the law. As I understand it, roads can handle cars not equipped with air brakes after the first of January, but it would be contrary to law to have those not equipped with automatic couplers, as no doubt there will be a great many cars away from home roads. This is a question that will have to be considered, as to how they shall be handled after the law becomes operative. So far as I am concerned, I see no better plan than a card for couplers.

Very truly,

(Signed) R. B. STARBUCK.

Mr. Armstrong: I should like to be able to devise a way to get cars home any way we can get them. It seems to me the Master Car Builders' Association will have to take this matter up and settle it in some such way as Mr. Starbuck suggests.

Mr. Bickell: When the law went into effect regarding the standard height of draw bars and grab irons, the matter was settled by the M. C. B. Association by allowing the cars to be repaired and bills rendered therefor.

Chairman: I should like to ask what the experience of the members is in regard to handling freight trains in relation to the air, whether they are using all the air or not, and how much delay is caused in switching air cars together, and whether the saving in breakage of equipment compensates for the delay to trains, if any.

Mr. Campbell: For the Vandalia I will say we use all the

air we can get hold of, and so far as the delay is concerned, there is some delay switching at stations where there are pickup cars, but we don't see how we can overcome that, and think we can afford to use all the air, even if we do lose time in switching. We also think it pays in the saving of breakage to equipment.

Chairman: If you pick up cars that are half air and half nonair, you attach the air cars together, don't you?

Mr. Campbell: Yes, sir.

Mr. Armstrong: We try to get all the air we can.

Mr. Paquette: We also try to get all the air we can, excepting on local trains. We found that they were leaving terminals six, eight and ten hours late on account of extra switching to keep the air cars together, and we simply placed five or six cars of air next to the engine and let the rest go.

Chairman: Do you handle freight for intermediate stations on through trains?

Mr. Paquette: No, sir, we do not. We sometimes run through trains as pickup trains, but have the local trains switch the pickup cars in air order, so that the trains may not be delayed.

Chairman: This question will solve itself after a while, but we are in the worst part of it now. We are using all the air we can get, excepting on local trains. Other trains have positive orders to use all the air, and we find it causes delays to trains more or less, but we feel we save in the damage to equipment enough to more than pay us for the time lost.

Mr. Campbell: My statement as to our practice referred to through trains. We have the same practice as the others do on local trains.

Mr. Campbell: I should like to ask for information what the general practice is in regard to handling circus trains, whether or not you run a bell cord from the engine to the rear car, as the circus company's contract specifies.

Mr. Bickell: We do not, and I have never had that request made.

Mr. Campbell: We were handling Buffalo Bill's party, and a clause in the contract stated that as a safeguard the railroad company were to run a bell cord from the front to the rear of the train.

Mr. Armstrong: Whenever these contracts have been presented to me I have always stricken out that clause. If they want a bell cord strung they can string it themselves, but we will enter into no contract to do so ourselves.

Chairman: We have handled Buffalo Bill's train a good many times and we never have used a bell cord, and the question has never come up.

Chairman: We have Mr. Paquette with us today, and a motion to elect him a member would be in order.

Mr. Armstrong: I move that Mr. Paquette be elected a member of this Association.

Seconded and unanimously carried.

Adjourned at 11:25 a. m.

H. F. BICKELL,
Chairman pro tem.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, October 13, 1899.**

Meeting called to order at 11:25 a. m., with President Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. .Not represented.
C. & A. R. R.Not represented.
C. B. & Q. R. R. . . .MR. L. W. BERRYSupt.
“MR. W. W. RYDERSupt. Telgph.
“MR. A. HAMILTONAgent.
B. & O. S-W. Ry. . . .MR. I. L. BURLINGAME . . Trainmaster.
Ill. Central R.R. . . .Not represented.
L. E. & St. L. R. R. .Not represented.
L. & N. R. R.MR. W. S. MCCHESENEY, JR., Supt. of T.
Mo. Pac. Ry.Not represented.
M. K. & T. Ry. . . .MR. E. M. COLLINSSupt. Car Ser.
M. & O. R. R.Not represented.
St. L. C. & St. P., and
C. P. & St. L. R. R. MR. C. MILLARDSupt.
St. L. K. C. & C. R. R. MR. HENRY MORRIS . . . Auditor.
St. L. K. & N-W. R. R. MR. A. T. PERKINS . . . Supt. of Ter.
“ . . .MR. J. A. SOMERVILLE . . Agent.

St. L. & S. F. Ry. . . . MR. J. H. MACE. Supt. Term.
St. L. P. & N. Ry. . . . MR. W. H. GRIDLEY. . . . Supt.
St. L. Transfer Co. . . . MR. A. T. PERKINS.
Term. R. R. Ass'n. . . . MR. E. DUNLOP Supt.
 " MR. F. X. ROEDERER. . . . Agent.
T. St. L. & K. C. Ry. . . Not represented.
T. H. & I. R. R. . . . Not represented.
Wabash R. R. Not represented.
Wiggins Ferry Co. . . . MR. JNO. J. BAULCH G. F. A.
National Stock Yards . Not represented.
VISITOR: Mr. W. M. Prall, Car Service Manager.

President: There are a few members not yet here, who, I hope, will come in later on account of the importance of the subjects to be discussed. The minutes of the previous meeting have been printed and sent out; if no objections, they will stand approved as printed.

Under the head of unfinished business we have first the replies to the circular letter in regard to the practice of storing freight in freight houses for the benefit of consignees. The Secretary will announce the result of the replies as to the present practice.

Secretary reads the replies received.

President: You have heard such replies as have been received. I notice there are as yet no replies from Wabash on either side of the river, Missouri Pacific or Iron Mountain; none from Big Four or Vandalia.

Mr. McChesney: I move the matter be passed and Secretary instructed to obtain replies from those lines not yet responding.

Mr. Baulch: Seconded.

Carried.

President: We have now the result of vote on resolution offered by Mr. C. B. Adams, of the Wabash, at last meeting in regard to returning cars free from rubbish.

Secretary: Three of the lines, the T. R. R. A., Vandalia

and Air Line, voted against the resolution. The K. Line, Big Four, L. & N., St. L. P. & N., I. C., St. L. & S. F., M. K. & T., C. B. & Q. and Wabash voted for it. The M. & O. and Wiggins Ferry Co. do not express themselves for or against, simply stating their practice.

President: My understanding of the resolution offered is that it was to go into effect only on unanimous agreement; that was brought out in the discussion at the last meeting. Three lines have voted against the resolution; what action will you take on the matter?

In order that there may be a general understanding as to what this resolution, as offered by Mr. Adams, covers, the Secretary will read from last month's proceedings.

Secretary reads: "Mr. Adams: I will make a motion that cars must be cleaned of rubbish before returning to connection, and that the receiving road has a right to reject and turn back to connecting line any car that is offered containing rubbish and filth, the ordinary manure and sand in stock cars or sawdust in ice cars used in regular lines to be excepted."

Mr. Dunlop: I will make a motion that, inasmuch as the Missouri Pacific or Iron Mountain have not expressed themselves, thus displaying a lack of interest, that the matter be dropped.

President: As there is no second to the motion offered, the vote will simply go on record as showing that the resolution offered by Mr. Adams represents, in the opinion of the majority of the members of this Division, good practice; no road being bound, however, as far as this vote is concerned, to live up to it.

The Secretary will read such correspondence as he has.

Secretary: I have the following from the Secretary of the Local Freight Agents' Association:

St. Louis, Missouri, October 13, 1899.

Mr. F. E. Anderson,
Secretary.

Dear Sir: Your letter of February 15, referring to a resolution of your Association in regard to a schedule of rates for transfer of carload freight at St. Louis and East St. Louis. After considerable labor a committee of this Association have finally completed a schedule based on tonnage basis, a copy of which I enclose you herewith. I would also respectfully refer you to the reports of the committee, dated May 31 and September 30, also letters attached from several local freight agents.

The following is a copy of resolution passed at our last meeting:

Moved by Mr. F. X. Roederer that the report of the committee on carload transfer be accepted and committee discharged, and the Secretary be instructed to refer the report with the proposed schedule and correspondence to the St. Louis Division of Central Association of Railroad Officers, with the information that owing to the different modes and practices in transferring carload freight, this Association is unable to compile a schedule agreeable to all lines.

Yours truly,

A. HAMILTON,
Secretary.

Proposed schedule of rates of transfer to be paid at St. Louis and East St. Louis, compiled by St. Louis Local Freight Agents' Association, on tonnage basis:

	Per Ton.
Alum.	5 cents.
Apples in bbls.	5 cents.
Ash, soda.	5 cents.
Asphaltum, bbls.	5 cents.
Ax handles.	5 cents.
Axles, car.	6 cents.
Bagging and Bags.	5 cents.

	Per Ton.
Baking powder.....	5 cents.
Barytes.	5 cents.
Beans, sacks and bbls.....	5 cents.
Red ends.....	8 cents.
Beer kegs and barrels.....	8 cents.
Blacking, bbls. and boxes.....	5 cents.
Bones, bulk.....	8 cents.
Bottles.....	6 cents.
Bran, bulk.....	12 cents.
Bran, sacks.....	5 cents.
Brick.....	6 cents.
Broom handles.....	5 cents.
Broom corn.....	8 cents.
Buggies.....	8 cents.
Canned goods.....	5 cents.
Carbons, box or bbls.....	5 cents.
Carboy, Mt.....	6 cents.
Cartridges.....	5 cents.
Car trucks.....	5 cents.
Cement, bbls.....	5 cents.
“ in paper.....	5 cents.
Cider in bbls.....	4 cents.
Clay, bbls.....	5 cents.
“ bulk, box cars.....	6 cents.
“ “ gondola cars.....	5 cents.
Coal, box and stock cars.....	6 cents.
“ gondola cars.....	5 cents.
Coffee.....	5 cents.
Coke.....	6 cents.
Cooperage stock.....	6 cents.
Copper.....	5 cents.
Corn meal, bbls. and sacks.....	5 cents.
Cotton, bales.....	5 cents.
“ batting.....	Special.
“ drilling.....	5 cents.

	Per Ton.
Cotton, linters.....	8 cents.
Cotton seed meal.....	5 cents.
“ ties.....	6 cents.
“ yarn.....	8 cents.
Crackers.....	8 cents.
Drain tiling.....	8 cents.
Draw bars.....	5 cents.
Dried fruits.....	5 cents.
Dry goods.....	5 cents.
Earthenware.....	5 cents.
Earth paints.....	5 cents.
Eggs, cases and bbls.....	5 cents.
“ case fillers.....	6 cents.
Extracts.....	5 cents.
Fertilizers, bulk.....	8 cents.
“ sacks.....	5 cents.
Fire brick.....	6 cents.
Fire clay, bulk ..	6 cents.
“ bbls. and sacks.....	5 cents.
Flax, bales.....	5 cents.
Flour, bbls., sacks and boxes....	5 cents.
Fruit jars.....	8 cents.
Fullers' earth, bbls. and sacks..	5 cents.
“ bulk.....	6 cents.
Furniture.....	8 cents.
Glassware.....	5 cents.
Glucose.....	5 cents.
Glycerine in drums.....	5 cents.
Grain in sacks (except oats)....	5 cents.
“ “ bulk (except oats)....	5 cents, level track.
“ high and low.....	4 cents.
“ oats.....	8 cents, level track.
“ “ high and low.....	7 cents.
“ “ in sacks.....	6 cents.
Gravel, box and stock cars.....	6 cents.

	Per Ton.
Gravel, gondola cars.	5 cents.
Grease in bbls.	4 cents.
Green fruits.	5 cents.
Grindstones.	6 cents.
Hardware.	5 cents.
Hay.	8 cents.
Hides, dry.	6 cents.
" green.	5 cents.
Hominy, sacks, box and bbls. ...	5 cents.
Hoops, heading and staves.	See cooperage stock.
Horse shoes, kegs or boxes.	5 cents.
Household goods.	8 cents.
Ice cream freezers.	8 cents.
" molds.	6 cents.
Laths.	6 cents.
Lard.	5 cents.
Lead, boxes.	5 cents.
" white.	5 cents.
" pig.	4 cents.
Leather.	6 cents.
Lime, bbls. and sacks.	5 cents.
" bulk.	8 cents.
Logs.	8 cents.
Lumber, common and rough. ...	6 cents.
" dressed.	8 cents.
" over 6 inches and 16 feet long, also piling and telegraph poles. ...	See timbers.
Machinery.	8 cents.
Malt.	5 cents.
Matches.	5 cents.
Matting, bales.	5 cents.
Meal, sacks, boxes and bbls.	5 cents.
Melons.	6 cents.
Middling and mill feed in bulk. .	8 cents.

	Per Ton.
Middling, sack.....	5 cents.
Mill cinders.....	6 cents.
Molasses.....	5 cents.
Nails, kegs, spikes, staples.....	5 cents.
Oat Meal, bbls. and sacks.....	5 cents.
Oil, bbls.....	4 cents.
“ boxes.....	5 cents.
“ cake, sacks.....	5 cents.
Oil stoves.....	8 cents.
Onions, sacks and bbls.....	5 cents.
“ bulk.....	6 cents.
Ore, bulk.....	5 cents.
Oranges and lemons.....	5 cents.
Ore, boxes.....	4 cents.
Oysters, canned goods.....	5 cents.
Paint, bbls.....	4 cents.
“ boxes.....	5 cents.
Paper stock, compress.....	5 cents.
“ “ bbls. and sacks.....	6 cents.
Peanuts.....	5 cents.
Peas, bbls. and sacks.....	5 cents.
Pickles, bbls.....	4 cents.
“ boxes.....	5 cents.
Piling.....	See timbers.
Plaster, sacks and bbls.....	5 cents.
Pork, bbls.....	4 cents.
“ boxes.....	5 cents.
Posts, wood.....	6 cents.
Potatoes, sacks and bbls.....	5 cents.
“ bulk.....	6 cents.
Powder, kegs.....	6 cents.
Putty.....	4 cents.
Rags, bales.....	5 cents.
Reels, empty.....	5 cents.
Rice, tcs., bbls. and sacks.....	5 cents.

	Per Ton.
Road scrapers	8 cents.
Rope	5 cents.
Rosin, bbls	4 cents.
Sacks, bls	5 cents.
Saddle trees.	5 cents.
Salt fish, bbls	5 cents.
“ kits and boxes	6 cents.
Salt, bulk, level	6 cents.
“ bbls. and sacks	5 cents.
Sand, level	5 cents.
“ high	4 cents.
Screenings, } shorts, } in sacks	5 cents.
ship stuff, }	
“ “ bulk, level or high, 6 cents.	
Seeds, sacks and boxes.	5 cents.
“ bulk.	6 cents.
Sewer pipe, under 6 inches.	6 cents.
“ “ over 6 inches	5 cents.
Shingles.	6 cents.
Shooks, box.	5 cents.
Shot	5 cents.
Sisal	5 cents.
Slag.	6 cents.
Soap	5 cents.
Soda ash	5 cents.
Soda	5 cents.
Spelter	4 cents.
Spokes	5 cents.
Starch, boxes and bbls.	5 cents.
Staves.	6 cents.
Stone	6 cents.
Stoves.	8 cents.
Straw boards	5 cents.
Straw in bales.	8 cents.

	Per Ton.
Sugar, bbls. and sacks.....	5 cents.
Tallow	4 cents.
Tan bark	6 cents.
Tar	4 cents.
Telegraph poles.....	See timbers.
Ties, R. R.	5 cents.
Tile, drain	8 cents.
Timbers over 6 inches.....	} 8 cents.
16 feet long and over....	
Piling	
Telegraph poles.....	
Tin plate.....	5 cents.
Tinware	8 cents.
Tires, wagon	6 cents.
Tobacco leaf, hhds	5 cents.
“ “ boxes	5 cents.
Trees	5 cents.
Twine	5 cents.
Vehicles	Special.
Vinegar	4 cents.
Wagon material	6 cents.
Wagon wood, rough	6 cents.
Washboards	8 cents.
Washing machines	8 cents.
Waste	5 cents.
Wheels	6 cents.
Whiskey and wine	5 cents.
Wire cloth	5 cents.
Wire, fence and barb	5 cents.
Wringers	5 cents.

IRON.

Angle bars	5 cents.
Band and sheet	6 cents.
Bar iron	5 cents.

	Per Ton.
Bar steel	5 cents.
Beams, bridge	8 cents.
" structure	8 cents.
Boiler	6 cents.
Boilers	8 cents.
Bolsters	6 cents.
Bolts	5 cents.
Bridge	8 cents.
Castings	6 cents.
Filing, iron dust	6 cents.
Forging	6 cents.
Gas pipe	6 cents.
Hoop	6 cents.
Links and pins	5 cents.
Ore	5 cents.
Pig	4 cents.
Pipe	6 cents.
Plate	6 cents.
Rails, iron and steel	7 cents.
Rail and mill	7 cents.
Rail Splices	5 cents.
Roofing	6 cents.
Scrap	8 cents.
Sheet steel	6 cents.
Structural	8 cents.
Tank iron	6 cents.

East St. Louis, Illinois, May 31, 1899.

Mr. A. L. Pollard,

President Local Freight Agents' Association.

Dear Sir: Your committee on above subject respectfully and you their report, saying that the subject-matter was one that took a great deal of time and work in order to give it the thorough attention it deserved; and by way of explanation as to how the figures we submit are arrived at would say that we

took as a basis the number of cars transferred by each individual line during January and February, 1899, of each commodity; also the tonnage, cost per car and cost per ton, hereby finding the average cost per car transferred during that period, also the average cost per ton. We then summed up the various cars of each commodity handled by the different roads and figured them down to basis cost per ton and cost per car, making the comparison against the cost of the same articles under the present tonnage scheduled in use by the K. Line and M. K. & T., and also using as a partial basis the figures submitted in superintendents' report. There was a great deal of clerical work necessary. We may add that our report covers 234 different items, and in order that this large amount of statistical work could be properly attended to your committee were obliged to call on outside help to do this time-consuming part of the work.

The proposed schedule now submitted to you is largely based on an average of what all roads are paying on the same class of articles. We find in many cases the variation on the per car basis was considerable. The argument as to the advantage of the tonnage basis on which our report is based has been so much ventilated that the committee do not believe it necessary to go into detail in that direction, only to say that, in our opinion, it is the only fair and equitable way of engaging or paying labor.

Your committee invite free discussion on the rates submitted, believing that, while we may have struck a "happy medium" in some of the prices, yet we noticed quite a number of commodities which were handled exclusively by a few roads, and agents of such roads will of course be in better position to say what the rates should be.

The committee respectfully hand you their report and ask to be discharged.

(Signed) JNO. A. ROEDERER,

E. M. NEEL,

J. A. LINDSAY,

JAS. M. DAVIDSON,

J. A. SOMERVILLE,

The Committee.

St. Louis, Missouri, September 30, 1899.

Mr. T. S. Easterbrook,

President Local Freight Agents' Ass'n.

Dear Sir: Your committee on rates for transferring carload freight made a report on May 31, submitting therewith complete schedule of commodities, together with rates arrived at, after a very thorough and exhaustive handling of the subject, and beg to say as a committee we do not see our way clear to make any changes in the figures submitted, but do beg to hand you letters received from a number of agents, explaining their views and objections to some of the rates proposed, adding, we have quite generally heard from agents of all the lines, and now hand you this report with the objections or suggestions above referred to, same being made by Mr. T. P. Adams, Agent Mo. Pac. Railroad; Mr. A. Hamilton, agent C. B. & Q., and Mr. T. S. Easterbrook, agent T. St. L. & K. C. Ry.

Committee now respectfully place the matter in the hands of the Association for further handling.

Respectfully,

JNO. A. ROEDERER,

E. M. NEEL,

J. A. SOMERVILLE,

The Committee.

St. Louis, Missouri, October 7, 1899.

Mr. F. E. Anderson,

Secretary Central Ass'n of Railroad Officers.

Dear Sir: I would thank you to bring up at the next meeting of the Association the question of the placement of advertisements on cars by shippers. The practice of posting advertisements or placards on cars announcing who they are loaded and shipped by seems to be growing more popular with shippers every year, and has reached such proportions that we think some steps should be taken to prohibit the practice.

Nearly every shipper of buggies, wagons, agricultural implements, furniture and stoves posts a large advertisement or pla-

card on the outside of every car. This not only mars the appearance of the car, but at the same time affords the shippers a means of advertising their goods at the expense of the railroad company. A few years ago this practice was not permitted by the railroad companies, especially those centering in St. Louis and East St. Louis, but during the past three or four years they have become rather lenient with shippers in this direction, and the practice is growing more and more each day. We believe that concerted action should be taken by all roads having in view the discontinuance.

Yours truly,

J. H. MACE,

Supt. Ter. St. L. & S. F. R. R.

Indianapolis, Indiana, September 24, 1899.

Mr. F. E. Anderson,
Secretary.

Dear Sir: Letter next attached from the Secretary of the M. C. B. Association explains in detail the action taken by the Association in regard to interchanging cars with Pintsch gas. I am satisfied it will be out of the question to enforce that part of the rules adopted by the St. Louis Association, compelling the sleeping car companies to pay for the gas. I think this should be eliminated. I have no objection to the issuing of cards for the amount of gas received, but I think this subject could be handled just as well on a record and a statement made at the end of each month.

After noting the enclosed, return same for file and oblige,

Yours truly,

WM. GARSTANG,

Supt. M. P., C. C. C. & St. L. Ry.

Chicago, Illinois, September 15, 1899.

Mr. Wm. Garstang,
Supt. M. P., C. C. C. & St. L. Ry.

Dear Sir: I return herewith the papers which accompanied yours of September 12 regarding the matter of gas supplied

to cars in interchange, and the insertion in the passenger car rules of a new rule regarding the issuance of an M. C. B. defect card as authority for bill for gas, etc., would say that the stenographer's record of this matter is as follows:

"The report of the Committee, so far as it refers to gas, was laid on the table, and so far as it recommends the appointing of a special committee of five members, was received and the recommendation adopted. On motion of Mr. Potter the present passenger car rules were adopted as a whole, with the exception that the prices are to be made to conform to those in the freight rules."

Mr. Cloud's memorandum says that the recommendation of the Committee about gas was tabled and the whole subject referred to Committee to report next year, but that the other recommendations were adopted.

From the above you will see that the matter was held over for report next year by the Committee on Revision of the Passenger Car Rules.

Yours truly,

JOS. W. TAYLOR,
Sec'y M. C. B. Ass'n.

St. Louis, October 10, 1899.

Mr. F. E. Anderson,
Secretary.

Dear Sir: I enclose copy of my notice to various lines centering at St. Louis and East St. Louis, of October 6, and my supplementary notice of even date, which are self-explanatory.

Will you kindly list the subject for consideration and do all possible with end in view of having a full meeting.

Yours truly,

W. S. MCCHESENEY, JR.,
Supt. Ter. L. & N.

“October 6, 1899.

Transfer of L. & N. Cars.

Dear Sir: It is my observation that instructions to transfer noted on billing covering delivery of carload shipments to you are not being complied with except in rare cases; that it is your practice to run our cars to destination regardless of this notation. In other words, you are not observing agreement made through the superintendents' association that transfer requests be observed.

At junction points on our line other than East St. Louis we transfer our own cars, calling on connecting lines for empties into which to make transfer. Commencing at once, I will inaugurate the practice at East St. Louis. Therefore, when we have a shipment loaded in an L. & N. car for a point on your line, the L. & N. car will be held in our yard, and our agent will call on your agent for one of your empty cars.

Will you please issue instructions whereby your agent will furnish cars promptly in order to avoid any delays? We will not respect your instructions to transfer.

Please acknowledge receipt.

(Signed) SUPT. TERMINALS.”

“St. Louis, October 10, 1899.

Transfer of L. & N. Cars.

Dear Sir: Kindly refer to my letter of October 6, advising that L. & N. would not observe ruling made by the superintendents' association that receiving lines observe requests of delivering lines that cars be transferred. For various reasons I have decided to postpone action defined in my letter until after meeting of the superintendents' association, to be held at Union Station, Friday, October 13.

I have requested the Secretary of the Association to list this subject for consideration, and hope that your line will be so represented as to reach a final decision.

(Signed) SUPT. TERMINALS,
L. & N.”

President: The first matter we have up for discussion now is that of schedule of rates for transferring carload freight. It would seem as if nothing definite could be done today, as there are doubtless a good many changes from the schedule originally proposed by the Committee of this Association. To dispose of the matter, I would suggest a resolution be offered to print the schedule offered by the Local Freight Agents' Association in our October proceedings, and that the matter be brought up at our next meeting.

Mr. McChesney: I move the report from the Local Freight Agents' Association be received, spread on the minutes and brought up for action at next meeting.

Mr. Burlingame: Second.

Carried.

President: Under the head of new business we have the communication from Mr. Mace in regard to the placing of advertisements on cars by shippers. The matter, I understand, is really covered by an American Railway Association rule limiting the size and material of advertisements. I will say, however, that some months ago this matter was brought up by Mr. Besler, then with the C. B. & Q., and a copy of the notice that the Burlington Lines have in effect was read in connection with his remarks. There was some discussion on the matter, but no action was taken.

Mr. Mace: I move the matter be made a special order of business at the next meeting. Cars are placarded with advertisements announcing what they contain, by whom manufactured, etc., and run all the way from New York to San Francisco, and it is getting to be quite common among shippers at local points. Seeing that our cars are pasted over with advertisements, we believe it should be discontinued, and concerted action on the part of all roads is necessary; we also think this Association should take it up, and I therefore make the motion that it be made a special order of business at the next meeting.

President: I would like to ask if it would be your idea that

to conform to American Railway Association rule would be satisfactory to your line?

Mr. Mace: Any rule that would dispense with the practice would suit us.

President: The regulations I speak of limit the size of the advertisement to two feet square, and provide that it must be printed on paper only and tacked on or cleated, but never pasted or glued. At any rate, I will ask the Secretary to see that a copy of these rules be brought to the next meeting of this Division.

Mr. McChesney: I second Mr. Mace's motion.

President: It is moved and seconded that the matter of advertisements on cars be made a special order of business for the next meeting and all present come prepared to enter into an agreement as to the enforcement of the rule.

Carried.

President: We next have the correspondence brought out by Mr. Garstang in regard to the Pintsch gas rules. Mr. Garstang's letter, I understand, simply gives his opinion that the rule in regard to charging the sleeping car companies for gas which is in the tanks when cars are delivered to them, thus making them responsible for loss of gas while in their possession and overcoming complaints we have had in the past in regard to sleeping car companies using gas for their own purposes at times, could not be carried out. There is no specific case given in this correspondence of difficulty in carrying out that rule, and, so far as I have heard, there is no complaint that rules have not been carried out; and yet they have been in effect now for a couple of months.

Mr. Collins: I move the matter be filed until such time as it is found necessary to take up again.

Mr. Baulch: I second.

Carried.

President: We have now the communication from Mr. McChesney, of the L. & N. Before this is discussed I would like to call attention to what has been done in this Association

previously. The matter was brought up in April, 1899, by the Peoria Division, or rather, appeared in March proceedings and was discussed by this Association in April. At that time the matter was gone over pretty thoroughly and the Secretary was instructed to notify the Secretary of the Central Association of the St. Louis practice, which was at that time uniform. The particular point that was brought out was that in delivering freight it was the freight that was being delivered, and not the car, and that the receiving line was under obligations to take the freight and put it into a car of its own.

Mr. McChesney: I was not present at the meeting at which this subject was discussed, although I believe this company was represented. Why I bring this question to your attention today is for the reason as stated in my circular letter of 6th, that my observation of instructions to transfer noted on billing is not being observed. I can not say that we have in all cases observed them, although we have tried to do so. I was surprised when I got answers from the various superintendents to find so large an amount of our equipment had been received from us for the purpose of transferring. In one case it developed a car had been sent to a connecting line, transferred by them, and that car placed at their freight station and loaded with merchandise to a far-away point. We believe this rule is all wrong. We can not find that a rule similar to this is operated at any other terminal. At all other terminals the delivering line makes the transfer. If delivering line makes transfers at all other terminals it certainly must be a good rule, or it would not be uniformly adopted. In changing this rule we do not think it works a hardship, and we believe that the rule as now is practically worthless. It is not uniform only at such time as you have plenty of equipment and cars transferred to save mileage. If you change the rule and let the delivery line make the transfer it can control its own equipment. I offer a resolution, Mr. Secretary, and I think this resolution will cover the trouble we are laboring under. If you do not want to do the transferring you can send the car through to destination. I can not see how

it works a hardship on any line to have the delivering line make transfer instead of the receiving line.

Secretary reads the resolution offered by Mr. McChesney:

“Resolved, That on and after November 1, 1899, the delivery road will make transfer of such cars as they do not wish to run through, and when cars are delivered to a connecting line it is understood that line making delivery consents to the car running through to the point of destination.”

Mr. Gridley: Second.

Mr. Collins: As to uniformity, it can not be brought out by any action of a purely local Association. As a matter of fact, the general practice is that the receiving line shall make the transfer. The Chicago lines have taken a positive stand. This question is now in the hands of the Railroad Transportation Association. The practice in Texas is as Mr. McChesney says. There the delivery line transfers. Outside of Texas, at all other points, the receiving line transfers. We are hence burdened with two transfers. If you undertake to make delivery line responsible, there will be delay. If we bring freight into St. Louis for a connection and hold for the empty cars to make transfer, it is bound to delay the freight at least forty-eight hours, whereas, if cars were run through to receiving line the connection would have empties ready. If the roads can not be made to respect the rule that receiving line shall make transfer, then we may as well give up the idea of trying to make rules to be lived up to.

I will offer an amendment to the motion that this matter be laid over until next meeting, with the idea of giving the roads a fair opportunity to consider the question.

Mr. Burlingame: Second.

Mr. McChesney: I will state that it is not the desire of the L. & N. to appear arbitrary, but we feel we have a mutual interest in the matter. The resolution I have offered I think is best adapted for the situation, and working under that resolution it will be for the benefit to all the lines, although I am

willing to accept the amendment and table the question until the next meeting of this Association. I would like to have an expression as to the observance of notation to transfer and return when empty. We crossed during the month of September four hundred and fifty-four L. & N. cars to connecting lines; that is, fifteen cars a day. Not ten percent of that equipment has come back to us.

President: In order that we may get as much light as possible, I would like to ask the Bridge Co. and the Wiggins Ferry Co. to say what, in their opinion, would be the effect of putting the change as proposed into practice.

Mr. Baulch: It would not have any effect on us. We take a load over and bring an empty back. It makes no difference.

Mr. Dunlop: No objection to us. It possibly would cause the handling of more empty cars than under the present system, but that would be slight.

President: It struck me that transfer companies might properly enter a claim that the proposed would increase the movement of empty cars very materially, and I believe it would do so. In my opinion also, Mr. Collins has not expressed too strongly the delays the change would cause.

Mr. McChesney: I understand the amendment carries with it the printing of the original motion in the minutes.

President: It does.

Amendment put and carried.

Mr. McChesney: I move we adjourn.

Mr. Millard: I second.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., October 11, 1899.

The meeting was called to order at 2:00 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	(Not represented.)	
C. R. I. & P. Ry.....	MR. W. H. STILLWELL..	Gen. Supt.
"	.....MR. C. W. JONES.....	Supt.
"	.....MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Asst. Supt.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL..	Supt.
C. M. & St. P. R. R. ...	(Not represented.)	
M. K. & T. Ry.....	MR. L. W. WELCH	Supt.
C. G. W. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....	Asst. Supt.
St. L. & S. F. R. R.	MR. F. B. PARKER.....	Agent.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	(Not represented.)	
Wabash R. R.....	MR. JAS. LAUGHLIN	Trainmaster.
K. C. N. W. R. R.....	MR. R. P. ISITT	Agent.

K. C. P. & G. R. R....(Not represented.)
K. C. Belt Ry.....MR. H. S. MITCHELL.
K. C. Sub. Belt R. R...(Not represented.)
Union Depot Co.....MR. E. J. SANFORD.....Supt.

VISITORS: Mr. E. E. Mote, Manager Missouri Valley Car Service Association; Mr. Wm. Nichols, Train Dispatcher Union Pacific R. R.

President: At the last meeting we did not have enough members for a quorum, and the meeting was adjourned without any business being transacted. The minutes of the August meeting having been printed, will stand approved, unless there is objection.

Unfinished Business.

Secretary: There is nothing under unfinished business.

Correspondence.

Secretary: I have received no correspondence.

Reports of Committees.

President: We have two outstanding committees. Is either of them ready to report? The chairman, I notice, is not here. I might say that one of these committees was appointed to revise the rules and by-laws and correct them up to date; the other was for the purpose of recommending changes looking to an improvement in interchange in the Kansas City terminals.

I believe that it is really important that the by-laws be corrected up to date, and as this committee has not done anything toward that work, it might be in order to appoint a new committee.

Mr. Starr: Mr. Stevenson stated to me at the time the committee was appointed that for the next week or ten days he would be too busy to attend to it, but that he would advise us when he could. He then wrote me a letter, and I believe Mr.

Rider also, asking when it would be convenient for us to get together. I replied that any time and any place he might name would suit me, and I understand from Mr. Rider that he made a similar reply. I have heard nothing further from Mr. Stevenson.

Mr. Mitchell: I move that a new committee be appointed to attend to the revision of the rules, and that it be composed entirely of members resident in Kansas City.

The motion was seconded by Mr. Laughlin and carried.

President: I will appoint on that committee Mr. Starr, as Chairman, Mr. Rider and Mr. Fish, and I will say that I shall be glad to render them any assistance in my power. The Secretary will also assist in the work.

New Business.

President: The next is new business. I would like to bring up again for consideration the matter of handling live stock at the Kansas City Stock Yards. The Missouri Pacific of late has been getting miserable service. Stock has been delayed in loading all the way from one to three or four hours, and in unloading it also seems that they have insufficient force to do the work. I believe that something ought to be done—some pressure brought to bear that would afford relief. I understand that the Missouri Pacific is not alone in this, but that other lines have also experienced delays, and I would like to have their expression on the subject.

Mr. Mitchell: What was done by the general superintendents and general managers when this matter was up some time ago?

President: So far as I know, the matter was dropped. I have heard nothing from it. Mr. Starr handled the papers last, I believe, and sent them to his general superintendent.

Mr. Starr: Up to sixty or perhaps forty-five days ago we were getting the very worst kind of service. About that time Mr. Child called me up one day by telephone and asked for an appointment. I went over to his office and he almost took my

breath away by telling me that he was going to give the railroads the best service that was possible, and I will say for our line that since that time we have had excellent service, very much to my surprise. The biggest day we have had this year—467 cars—there wasn't five minutes unnecessary delay to one car.

It has been a surprise to me, and I am of the opinion that the general managers have brought pressure to bear higher up than Mr. Child. I am agreeably surprised, as I stated, at the results received. We don't have practically any delay now.

Mr. Stillwell: Do you have any delay in loading out feeders?

Mr. Starr: Yes, some; we don't handle a great deal of that business, but we have had delays we thought could be avoided.

Mr. Stillwell: We have had some bad delays on feeders for our fast freight trains at night.

President: I am very glad to know that somebody is getting better service, even if we are not.

Mr. Fish: We have had considerable delay in outbound.

Mr. Mitchell: I think our service must be good or I would have heard from it. I have had no complaints.

Mr. Jones: I believe a good deal of trouble is on account of the stockmen themselves. They will pick up a carload in one pen and another in another, and about the time the stock should be loaded out they will get still another car, and that causes delay in loading. I have been talking about the expediency of leaving it over until the next day when it is not ready.

Mr. Isitt: I might say, since this point has been introduced, that it is giving us more trouble than any other one thing, and perhaps is at the bottom of a good deal of delay. The stock yards company used to shut off at 3 o'clock, and after that hour no orders would be accepted or changes made, but they got to accommodating the commission firms by taking in their orders before 3 and then allowing correction afterward. That practice has been extended now until the shut-off doesn't amount to a shut-off at all. Shippers will get their orders in

just before 3 o'clock and say they will give blocks and pens later, and sometimes it is nearly train time before the order is completed. The local agents have several times taken this matter up, but we are powerless to do anything. Something has got to be done before long, and I would be very glad if this Association would take the matter up.

President: I think this has been a prolific source of trouble and delay—the practice of accepting what are known as “catch” orders before 3 o'clock, which are often not completed before 3:30 or 4 o'clock, or even later.

Mr. Mitchell: Why would it not be well to set an hour beyond which they would absolutely not receive an order?

Mr. Isitt: I believe they would be glad to do it, but they are in the position of accommodating the patrons of the stock yards and they tell us if we want this practice stopped we must ask them to do it.

Mr. Welch: I think it would be a good idea to appoint a committee to wait on the stock yards company and see what can be done in regard to the matter.

President: It might have a good effect.

Mr. Isitt: I think it would be better to have a committee appointed to canvass the whole situation with them, and find out whether they would object to taking such action at the request of this Association.

Mr. Welch: I move that a committee of three be appointed to wait upon Mr. Child in regard to this matter.

The motion was seconded and carried.

President: I will appoint on that committee Mr. Starr, Mr. Jones and —

Mr. Starr: I move that the President be made the third member and chairman of the committee.

Seconded by Mr. Stillwell and carried.

Mr. Welch: While we are on this subject, I have a letter here from our general superintendent in regard to the price charged for unloading stock at the Kansas City Stock Yards, which I would like to have the Secretary read.

The Secretary read as follows:

St. Louis, Missouri, September 14, 1899.

Mr. M. Sweeney,
General Superintendent,
St. Louis.

Dear Sir: At a recent meeting the matter of charge for unloading cattle at stock yards was considered, and in investigating the matter I find that 25 cents is paid at East St. Louis and 50 cents paid at Kansas City. There will likely be a movement put on foot to get this charge reduced. If there is anything we can do to bring the matter about we will be glad to take the necessary action.

Yours truly,
(Signed) A. T. DREW,
Gen'l Freight Agent.

And the following:

St. Louis, Missouri, September 15, 1899.

Mr. L. W. Welch,
Superintendent,
Parsons, Kansas.

Dear Sir: General Freight Agent A. T. Drew's No. 4612, of the 14th instant, hereto attached, is self-explanatory. What, if anything, can you do towards assisting in having the charge for unloading cattle at Kansas City Stock Yards reduced from 50 to 25 cents per car?

Yours truly,
(Signed) M. SWEENEY,
Gen'l Supt.

President: That was covered by the report of the committee appointed about a year ago, and that committee showed that at Chicago and East St. Louis the unloading charge was only 25 cents. This Association submitted the matter to the general superintendents, as has already been mentioned. I don't know whether it would be a good idea to call upon them again or not.

Mr. Mitchell: It appears that the traffic department officials have now taken hold of it, and I believe it would be proper for us to express an opinion on the subject. I think the belief is shared by everyone present that if 25 cents is a sufficient compensation for unloading stock at Chicago and at East St. Louis, it surely ought to be at Kansas City, and we would be helping Mr. Drew and the traffic department by expressing an opinion. I move that it is the sense of this Association that the charge for unloading stock at the Kansas City Stock Yards should be the same as the charge for unloading stock at Chicago and St. Louis, which is 25 cents per car.

The motion was seconded and carried.

President: Mr. Wm. Nichols, train dispatcher of the Union Pacific Railroad, has very kindly consented to favor us with a paper on the subject of "One-Arm versus Two-Arm Order Signals," which will be read in connection with his new train order signal device.

One-Arm vs. Two-Arm Order Signals.

BY WM. NICHOLS, TRAIN DISPATCHER UNION PACIFIC RY.,
KANSAS CITY.

In this age of advancement, which the writer does not dispute, is it progress in the right direction to take any chance for disaster to save time? Whether enough time is saved by the use of the two-arm system to justify the increased liability, is a question for investigation.

The public demands fast trains, therefore railroads must run them. Any method which will help to dispense with extra stops, thereby utilizing every minute for movement, is worthy of trial.

It is only in practical operation that hidden defects are made apparent. The simplest method, so it answers the purpose, may in a general way be considered the best. With the Vane, or one-arm semaphore signal in use on many railroads, there is

but one movement for the operator to make to display a proper signal.

I claim to be progressive, but with some experience in the dispatching of trains, must confess that I would rather have a train on the track showing a speed of forty miles an hour and an occasional stop, than to have one show a speed of fifty miles and perhaps run by an improper order signal and into the ditch. Hence I feel a certain conservatism in the adoption of train order signals.

Proceeding with the inquiry, I would ask, with the two-arm signals are not the chances for an improper display doubled? There are two levers to operate. The operator is liable to become confused in performing his many duties, especially an operator of a nervous temperament, and turn the wrong side, whereas, with the one-arm system, his mind might wander, but there being only one lever, he no doubt would mechanically turn it.

Having an order for trains in both directions, one signal is turned; with the two-arm system he must turn both sides. The two-arm system adds an additional duty to the dispatcher, who must indicate to each operator which side to turn or turn both sides. Should the dispatcher say "31 Copy East" by mistake, the operator is liable not to notice the error and fail to rectify it after receiving the order. Where there are many trains, imagine a night operator who had not quite enough sleep the day before, about two o'clock in the morning, reaching for the wrong lever, or only one of them when he should turn both of them. What is liable to be the result? Between the lines one might read, due to the complex system of train order signals; under simple methods a man can usually be counted on to act the part of a machine, should his thinking power for the moment fail him. What applies to operators applies to trainmen also. Do you know of any cases where trainmen have run by order boards where only one arm is used? Then what can you expect when there are two objects in view? Can not they become confused as well? They are not exceptions.

An inquiry from the superintendent among his operators for their opinions as to the increased responsibility with the two-arm signals must be discounted. They, as a rule, are not likely to say anything that will reflect on themselves, neither are they likely to tell him that they have turned the wrong side by mistake and changed it before anyone was the wiser. Perhaps if he knew how often the attempt to turn the wrong side has been made, or how often it has stood wrong for a time and been discovered, he would immediately dispense with one of the arms.

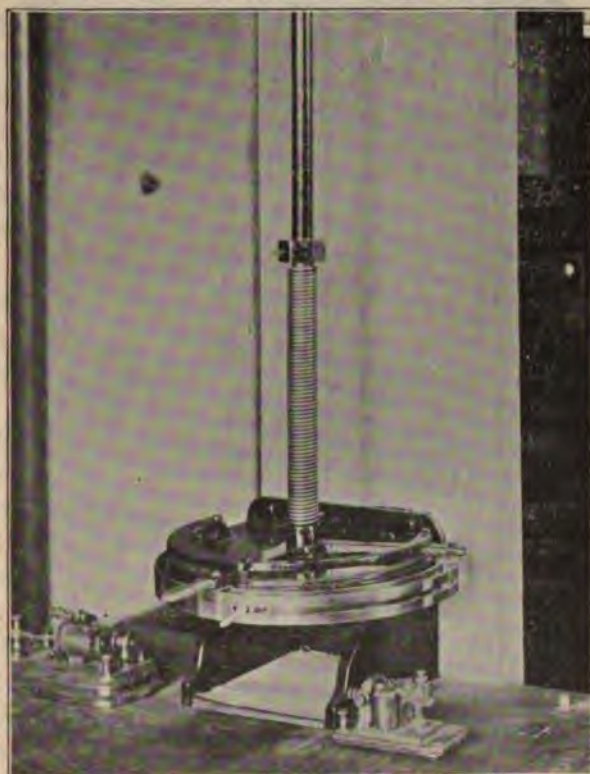
I wish to make a comparison of time between the two systems from some statistics gathered personally. I find out of a hundred displays of the one-turn or one-arm signal at intermediate stations on a division of 140 miles, with from thirty-eight to forty trains per day at the time the record was kept, not including the terminals and one intermediate station at which all trains stop, there were but *nine* trains cleared going in the *opposite* direction. Of the nine trains that would not have required clearances if the two-arm system had been in use, seven of them had to make stops at stations at which they were cleared for other purposes, thereby reducing the actual stoppage for clearances to only two trains, or *two percent*. With care on the part of the operator and dispatcher this two percent might be cleared with safety without trains coming to a full stop.

Is it not a good idea to have an order signal displayed at stations occasionally where trains seldom stop to prevent train crews from getting careless in not looking for same? Are not passenger crews more liable to become careless under the impression that "he never stops us here"?

At a wreck investigation the operator says he displayed the signal, the train crew says otherwise; who are you to believe? Place a safeguard on "*Mr. Forget*," and you will save rolling stock from destruction, reduce claims for personal injury caused by collisions, and perhaps save the positions of operators, trainmen and dispatchers.

But even with a one-arm signal operators sometimes fail to set them at "danger" and an accident is the result.

Very often when the dispatcher says "31 Copy" the operator at a small station, with his multitudinous duties of ticket agent, baggage rustler and general roustabout, being a little behind getting to the key, answers "red" and commences to take the train order, expecting that as soon as someone "breaks" or the



order is completed to turn the board, but just at that time someone comes to the window and wants to know the fare to Kalamazoo; he gets into conversation with him and is busy with other duties when the train that should have been held whizzes by and the operator then discovers that he forgot to turn the board to danger.

With my train order signal device it is impossible for the

operator to forget or neglect to display the danger signal, as he is unable to take a train order until danger signal is displayed. The signal is held at "clear" until released by the stylus, when it goes to "danger" automatically. The half-tones shown here



indicate the inside portion of a train order signal using my device.

The only claims made for this device are that it safeguards the operator from failing to display it, and its simple automatic operation. No matter how busy an operator may be, he can not fail to display this signal before a scratch is made on the order blank, unless he wishes to maliciously violate it, which is not at all likely. Should he become mechanical for the time

being he would display this signal, whereas, with the old style, he might forget to do so.

This device may be connected with the common turn-around or Vane signal, or with a semaphore arm; if with a semaphore, it can be placed vertically with slight change in main casting, the style of signal outside being a matter of taste on the part of the company using it.

It can be used on block signal roads also, especially single track lines, in addition to the semaphore arms, by placing a vane or semaphore on top of the signal post, using it for train orders exclusively and the semaphore arms for blocking trains, instead of the one signal for both purposes, thus obviating the chance of an operator giving a train a clear signal by becoming absent-minded, turning the signal when block is clear and forgetting the train order; the position of the order board being clear when there are no orders for delivery and the block arms at danger as at present.

This device is so arranged that when the signal is to stand clear it must be locked in that position with the officially numbered stylus and can not be locked to clear with lead pencil, penholder, nails or the like, one of these styluses being issued to each board and accounted for as switch keys are.

When an operator receives the signal to copy an order he must pull out this stylus and the signal goes automatically to danger, but it does not release the stylus until it has traveled the entire distance to danger.

Should the signal fail to move at any time from any unusual cause the operator is compelled to push the arm to danger before he can get the stylus, making it absolutely safe, a positive signal and one that is beyond a doubt displayed before the order is taken, as required by the standard rules.

This device is not only an object to the company and traveling public, but it is also an object to the operator, preventing loss of position by failing to have signal properly displayed.

When the stylus is out of the signal it stands at danger beyond a doubt.

(Mr. Nichols then demonstrated the working of his machine with a full-size model.)

President: You have heard Mr. Nichols' paper, and it is now in order to accept it and have it printed in the minutes.

Mr. Stillwell: I move that the paper read be accepted and spread upon the minutes, and that the Association extend thanks to Mr. Nichols for his very excellent paper and for the explanation of his train order device.

The motion was seconded and carried.

President: The matter is now open for discussion, and if there are any questions I have no doubt Mr. Nichols will be glad to answer them.

Mr. Jones: A few weeks ago, when Mr. Nichols was explaining his device to me, I asked him how he would operate it in connection with the Weeks train order pad, which is standard on the Rock Island. I would like to know if he has figured it out.

Mr. Nichols: As I understand it, under the Weeks system the order is taken with a lead pencil. An arrangement could be made to use a lead pencil point on the stylus, as in the device there is no bearing on the point.

Mr. Jones: That would not prevent the operator using a lead pencil from his pocket.

Mr. Nichols: The lead could be made of a special color that he is not liable to get hold of on the outside, and it would give him away if he used one of any other color.

Mr. Starr: It would not prevent the operator from using a nail in taking an order on the usual blank.

Mr. Nichols: If the operator was foolish enough to jeopardize his position by doing so, he could do that.

Mr. Stillwell: He would have to do it maliciously.

Mr. Nichols: Of course nothing would prevent failure to display the board if the operator was maliciously inclined, but the idea is that this stylus would be the handiest thing for him to get hold of, and he would not be likely to use anything else.

Mr. Mitchell: It seems to me that this device would be applicable only where the normal position is "clear," and I would like to ask Mr. Nichols how his board could be used on roads where the "all red" system is in vogue.

Mr. Nichols: I am free to say that my device was intended to be used on train order signals, the normal position of which is "clear," and that was the principle I worked on, but if a railroad company desires to take the chances of adopting the "all red" signal and take the risk of the operator mechanically taking the board in, as he has to do with each train that passes, and forget the order for the train it is intended for, they can do so. In that case, this board could be used in this way: If the operator takes the board in to allow a train to pass he can lock the board with the stylus, or, for that matter, hold it; if he holds it, when the train passes and he releases it it goes back to position. If he locks it with the stylus and fails or forgets to display the board after the train has passed, and he is called for an order for a second train, he must get that stylus to take the order, and that puts the board out. Again, at stations where there is no night operator and the board must stand "clear" at night, the operator coming on duty in the morning might fail to display the board "red," and not being in the habit of moving the board on taking an order, he might receive an order and not notice his error and the train get by. In that case my board would cover it, for the simple reason that the operator when he went to take the order, if he had forgotten to put out the board for a couple of hours in the morning, would reach for his stylus and when he gets it the board is put at "danger," making it absolutely safe for use on the "all red" signal.

Mr. Stillwell: It is my understanding that the only reason the "all red" system has been adopted on some roads is to insure the board being red before the operator commences to take an order, and as this device would cover that point it would obviate the necessity for the "all red" signal.

Mr. Nichols: With the present two-arm semaphore used

in the block system for train orders and blocking purposes, should the operator after receiving an order mechanically turn the block signal to "clear" on ascertaining that the block was clear, and forget about the order, the train crew would most assuredly call for their orders, as the train order board stands red and is not taken in for every train that passes, as the blocking arm is. This will completely cover the failure on part of operator to deliver a train order, which is not covered with the present two-arm semaphore as used.

Mr. Mitchell: I move that it is the unanimous opinion of this Division that the device of Mr. Wm. Nichols is of unquestioned value in connection with train order signals where the normal "clear" system is in use.

The motion was seconded and carried.

There being no further business, the meeting adjourned.
Date of next regular meeting, November 8.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, October 11, 1899.

The meeting was called to order at 10:30 a. m. with President McCracken in the Chair.

The following roads were represented:

B. & O. S-W. Ry.....	MR. L. C. FRITCH.
“	MR. C. C. RILEY.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. W. H. NEWMAN.
I. C. R. R.....	(Not represented.)
L. & N. R. R.	MR. C. J. KLEIN.
L. E. & St. L. R. R.	(Not represented.)
L. H. & St. L. Ry.....	MR. A. M. MCCracken.
P. C. C. & St. L. Ry.	MR. BUSHROD W. TAYLOR.
Southern Ry.	(Not represented.)

The reading of the minutes of the previous meeting was dispensed with.

Reports of Committees.

The Committee on the Loading of Freight on Team Tracks and the Committee on Switch Cars were continued.

The Chair: The next is a Committee on the Inspection of Cars at Interchange Points, Mr. Taylor, Chairman.

Mr. Taylor: Mr. President, I have investigated this subject somewhat, but have no formal report to make. My investigations of this subject lead me to think that the roads in Louisville are in accord in wanting to adopt a uniform method of car inspection. I have looked some into the workings of the Inspectors' Association at Indianapolis, and I am led to believe from my investigations that this board has had considerable success in reaching the results we would like to have. I would therefore recommend that under the auspices of this Association a board similar to the Car Inspectors' Association at Indianapolis be created and put in operation. The details of organization and the rules of practice are matters that can be considered by the parties at interest. If desired, this Committee will proceed on this also; if not, the Association may appoint another Committee to carry out the arrangements made.

After some discussion the following motion was made:

Mr. Taylor: Mr. Chairman, in line with what I have suggested, I move you that the Secretary be instructed to communicate with Mr. Swanston, Master Mechanic of our road at Indianapolis, and submit to us a plan for formulating an arrangement in this terminal similar to that in existence at Indianapolis.

Mr. Riley: We have a rule at Cincinnati that works very satisfactorily. It might be a good idea to include Secretary Fetter in your resolution. We might get some good points there.

The original resolution, with this amendment, was seconded and carried.

Mr. L. C. Fritch and Mr. C. C. Riley were elected members of this Association.

There being no correspondence and no new business, the meeting adjourned at 10:40 a. m.

A. M. McCRACKEN,
President.

J. C. LOOMIS,
Secretary-Treasurer.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

NOVEMBER.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

Mr. Fravel: As this is a matter of considerable importance to all the roads centering at Cincinnati, and as the attendance is rather small, I would suggest that the matter be submitted to letter ballot.

Mr. Lewis: I will have to protest against this matter being submitted to letter ballot. This is an important matter to us, and I would like to have a full discussion on it, as there may be some further information desired than is embodied in that report. However, if it is the pleasure of this meeting to lay this matter over until the next meeting, I think the Committee will acquiesce in that, and it may be advisable to do so, but if there can be action had at this meeting, I would much prefer it.

President: It seems to be the consensus of opinion to lay this matter over until the next meeting on account of the very small attendance today, and I would like to add to the remarks of Mr. Lewis that it might be well for the Secretary to specially emphasize in the proceedings the fact that this subject will be up for discussion and final action at the next meeting, and that all members should come prepared to take some decided action.

Report of Special Committee on Cleaning Stock Cars.

Secretary: Mr. Peters, chairman of the Committee having charge of this matter, requests that this matter be laid over until the next meeting.

President: If there are no objections, the matter will go over until the next meeting.

Alleged Violation of Rule III of Rules Governing Switch Cars.

Secretary: This matter was presented at the last meeting and referred to the C. & O. Ry. for investigation and report. I have report of the C. & O. Ry. as follows:

Cincinnati, Ohio, November 7, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Returning papers; you will note L. & N. 10046 was received from C. C. C. & St. L. Ry. on August 11, and was forwarded east via our line August 14. I also attach copy of C. & O. billing, as well as billing from C. C. C. & St. L. Ry. covering car. It appears car was reconsigned by the Bartlett Commission Company to our line.

Yours truly,

(Signed) GEO. W. LEWIS,
Superintendent.

President: You have heard the complaint of the L. & N. R. R. that this car has been misused, and also the report of the C. & O. Ry. relative to same. It is now for this Association to say whether or not it is a violation of Rule III of the Rules Governing the Handling of Switched Cars.

Mr. Wilson: In my opinion, it is a violation of Rule III.

Mr. Lawler: I think it is a violation of Rule III, as the car should have been transferred.

Mr. Lewis: In connection with this matter I would like to state another case that has recently come to my attention. We delivered the L. & N. R. R. about twenty C. & O. box cars at Latonia to be loaded for points on our line. They loaded those cars out and diverted all of them. The matter is now up between the general managers of the respective companies. That is one case.

I also have another case: Recently the C. H. & D. Ry. offered us a C. & O. car loaded with a transferable commodity for Atlanta, Georgia, in spite of notification on the part of the C. & O. Ry. to the superintendent of every connecting line at Cincinnati that the C. & O. Ry. did not wish their cars loaded to points south off of their line. The car was refused by the C. & O. Ry. and the C. H. & D. Ry. notified that we would not accept it. Between the C. H. & D. Ry. and the L. & N. R. R. I can not at present locate the responsibility; the car was

diverted to the street connection, that is to say, the car was delivered by the C. H. & D. Ry. and accepted by the L. & N. R. R. and sent to destination. These are two flagrant cases and the car numbers and all data can be furnished if necessary, and I join with Mr. Arnold in asking that some action be taken in regard to the misuse of cars.

President: There seems to be two points in the remarks made by Mr. Lewis to rule on, and the first is that Mr. Lewis does not claim that one wrong or two wrongs will make one right.

Mr. Lewis: I claim that the case in question that has brought up this discussion was involuntary on the part of the C. & O. Ry.; whether the other cases that I have cited are involuntary is a matter of great doubt.

President: The fact that the L. & N. R. R. found the C. & O. Ry. violating Rule III would not warrant the C. & O. Ry. settling that question by bringing up another violation made by the L. & N. R. R.

The other question is rather a far-reaching one, wherein the C. H. & D. Ry. is charged, either by connivance or agreement with the L. & N. R. R., of diverting a car which should have gone to the C. & O. Bridge for the L. & N. R. R. The C. H. & D. Ry. take the position that where they load a C. & O. car for an L. & N. point, when it reaches Cincinnati they will transfer the car. However, where they receive a C. & O. car from some connection for an L. & N. point, they will have nothing to do with the transferring, but will simply carry the car to Cincinnati and deliver it as billed; they are simply an intermediate link between the point where the freight originates and where it is going, and they can not be held responsible for the misuse of the car by the originating line.

Mr. Lewis: Do you not call it a diversion to send a car via the street connection when billed via another route?

President: Yes and no. If we had ten cars in our yard consigned to the L. & N. R. R., and they requested us to deliver five of them to the street connection, giving us car numbers and initials, we would do so, as we do not care how they get the cars.

Mr. Lewis: I beg to state that I did not locate the responsibility, but it lies between the two lines, and I further beg to state that my remarks were not in justification of any action the C. & O. Ry. has taken as to the diversion of L. & N. car 10046, but I simply mention the cases to show the importance of the matter, and as said before, agree with Mr. Arnold that some action should be taken to stop the misuse of cars.

President: Are there any further remarks on this question?

Mr. Lewis: If it is acceptable to the other members present, I would like to offer a motion that the case cited by Mr. Arnold be brought up at the next meeting, together with the Committee's report on the question of improperly loading foreign cars in homeward direction, and that the matter be then discussed and the Association at that time make a recommendation to stop the abuse of cars under the switch car rules or otherwise.

Seconded by Mr. Lawler. Carried.

Charging for Pintsch Gas in Passenger Equipment Interchanged.

On request of the chairman of the Standing Committee this matter was laid on the table until the next meeting.

Manner of Loading Cross Ties.

The Chairman of the Standing Committee on Joint Car Inspection asked for further time, which was granted.

Responsibility for Missing Triple Valves.

Mr. Lawler: I would like to present for the consideration of this Association a question brought up by the Joint Car Inspector this morning relative to missing triple valves on cars, and it would be my suggestion to instruct the Joint Car Inspector, in cases of cards demanded by the receiving line for missing parts of triple valves, and where evidence can be shown that the

car was inspected by the inspectors prior to delivery, that he refuse to give cards, and authorize him to take the matter up immediately with the roads in interest. I do not think it is a question that the Joint Car Inspector should enter into, inasmuch as it is not a part that breaks very often, but as a usual thing is stolen, and I think it is a matter that should properly be adjusted by the receiving and delivering roads.

Mr. Lewis: I would suggest that the Joint Car Inspector keep a record of all such cases and submit his record; whereas he may be relieved of the responsibility of a decision, I do not think he should be relieved of the responsibility of keeping a record and making a report.

Mr. Fravel: That matter can not be handled in any other way than by the M. C. B. Rules, and the Joint Car Inspector has got to give defect cards on this material the same as for any other missing material. If, in his opinion, it is missing when delivered to the receiving line, he should card for it.

Mr. Lawler: I quite agree with you that that is the spirit of the rules and the way it is handled, but the material is missing between the time the car is inspected by the receiving inspector and the delivery of the car.

Mr. Fravel: Then the delivering line has nothing to do with the matter.

Mr. Lawler: I move that the Joint Car Inspector be instructed that where called on for cards for stolen triple valves that he refuse to issue a card and instruct the road asking for the card to take the matter up direct with the road delivering the car, except when it is shown by the inspection of the car in the yard of the delivering line that parts of the triple valve are missing, in which event the delivering line shall be responsible.

Seconded by Mr. Lewis. Carried.

Annual Report of the Cincinnati Car Service Bureau.

The Secretary read annual report of the Cincinnati Car Service Bureau for the fiscal year ending September 30, 1899, as follows:

CINCINNATI CAR SERVICE BUREAU.

RECAPITULATION FOR THE YEAR ENDING SEPTEMBER 30, 1899.

Lines.	Collected.	Refunded.	Net Collected.	Expenses.	Net Revenue.	Loss.	Cars Handled.	Average Detention.
C. C. C. & St. L.	\$ 6,386.26	\$1,455.00	\$ 4,931.26	\$2,199.07	\$ 2,732.19		73,678	31.34
D. & U.	31.00	2.00	29.00	63.18		\$ 40.18	2,093	14.20
C. H. & D.	9,204.00	1,672.00	7,532.00	2,318.80	5,213.20		77,759	35.49
Cincinnati Northern	262.00	91.00	171.00	92.90	78.10		3,108	31.55
B. & O. S. W.	14,009.00	357.00	13,652.00	1,280.54	12,371.46		42,839	32.29
P. C. C. & St. L., Cin. Div.	2,493.25	380.00	2,107.25	1,638.65	468.60		54,772	21.28
" Rich. "	177.00	4.00	173.00	150.63	22.37		5,049	40.53
" Ind. "				31.86		31.86	1,069	27.23
C. & O.	1,321.00	82.00	1,239.00	470.07	768.93		15,745	32.52
" Lex. Div.	173.52	108.00	65.52	175.30		109.78	5,893	27.52
C. L. & N.	2,224.00	15.00	2,209.00	205.53	2,003.47		6,898	41.35
C. P. & V.	14.00		14.00	10.48	3.52		347	33.51
L. & N.	1,035.00	172.00	863.00	521.03	341.97		17,431	25.26
" K. C. Div.	890.00	64.00	826.00	156.57	669.33		5,213	32.41
C. N. O. & T. P.	1,562.00	180.00	1,382.00	427.09	954.91		14,227	22.04
A. & O. R.	1,878.00	2.00	1,878.00	151.99	1,726.01		5,049	28.28
I. & M. C. V.				147.61		147.61	4,915	6.00
Lex. & East.	12.00		10.00	28.01		18.01	939	13.37
Southern	55.00		55.00	4.39	50.61		144	15.40
Erie	5.00		5.00	150.65		145.65	5,044	16.33
Ohio Son.	7.00		7.00	138.33		131.33	4,061	31.27
TOTAL, 1899,	\$41,739.03	\$4,590.00	\$37,149.03	\$10,368.78	\$27,404.67	\$624.42	346,873	27.03
TOTAL, 1898,	\$39,871.94	\$4,500.50	\$35,371.44	\$10,363.71	\$25,489.01	\$481.28	311,240	27.46

O. G. FETTER,
Superintendent.

Mr. Lewis: I move that the report be printed in the proceedings of this meeting.

Seconded and carried.

**Election of Superintendent and Standing Committee on Car Service
for the Cincinnati Car Service Bureau for the Ensuing Year.**

Mr. Lewis: I move that the Secretary of this Association, Mr. O. G. Fetter, be elected as superintendent of the Cincinnati Car Service Bureau for the ensuing year.

Seconded by Mr. Lawler. Carried.

Mr. Lawler: I move that Mr. Brent Arnold, Mr. H. F. Houghton, Mr. Geo. W. Lewis, Mr. W. H. Brimson and Mr. A. Galloway be elected as members of the Standing Committee on Car Service for the ensuing year.

Seconded and carried.

Meeting adjourned at 12:35 p. m.

A. GALLOWAY,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, Monday, November 6, 1899.

The following lines were represented:

L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
" "	M. P. DENISTON.....	Trainmaster.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
I. U. Ry.....	A. A. ZION	Superintendent.
P. C. C. & St. L. Ry..	J. S. MAY.....	Superintendent.
I. & V. R. R.....	*M. W. MANSFIELD...	Superintendent.
T. H. & I. R. R.....	(Not represented.)	
I. D. & W. R. R.....	(Not represented.)	
P. & E. R. R.....	(Not represented.)	
C. I. & L. Ry.....	(Not represented.)	

*Represented by G. B. Staats.

The minutes of the last meeting were approved as printed.

UNFINISHED BUSINESS.

**Advisability of Making a Specific Charge for the Use of a Car in
Addition to the Regular Switching Charge on
Switching Business.**

The Secretary read the following communication:

Indianapolis, Indiana, August 15, 1899.
Central Association of Railroad Officers,
Indianapolis Division,
City.

Gentlemen: Your Committee, appointed to report on the subject "Advisability of making a specific charge for the use of a car in addition to the regular switching charge on switching business," beg leave to report as follows:

Question 1.—What sum or amount shall constitute a specific charge for use of car?

Answer.—Two or three dollars, to be decided by vote of the Association.

Question 2.—How or in what manner shall charge be collected?

Answer.—To be added to the switching order or bill when switching charges are collected or paid.

Question 3.—What road shall be entitled to receive and retain amount so collected?

Answer.—The road furnishing the car, as in the end one transaction will offset another; thus, while the Big Four may be collecting for the use of C. M. & St. P. car at Indianapolis that is switched to the Panhandle for unloading, the C. M. & St. P. will be doing similar thing with one of our cars at Minneapolis. It should, however, be understood that the above does not permit any road to misuse cars.

The Committee are of the opinion that with this charge switching roads will be more apt to use their own equipment than to apply foreign cars for this service.

Respectfully submitted,

(Signed) J. R. CAVANAGH,
A. A. ZION.

The Secretary read the following communication from President C. E. Carson, bearing on the same subject:

Kansas City, Missouri, August 18, 1899.

Mr. J. W. Riley,

President Ind. Div., C. A. of R. R. O.,
Indianapolis, Indiana.

Dear Sir: I notice in the July proceedings that the Indianapolis Division is wrestling with the question of rental for cars used in switching service, and as this question was settled very satisfactorily by the Kansas City Division a good many years ago, I have thought it might be of interest to your Division to know how it is handled at Kansas City.

August 14, 1888, the Kansas City Division adopted the following resolution, which is still in effect:

"That every company in this Association make a charge of \$3.00 per car in addition to the regular switching charge to cover rental of cars used in local switching—local switching being such movements as originate and end in Kansas City or its immediate suburbs—the charge for rental to be collected as a part of the charge of the company on whose track the car is loaded. That nothing herein empowers any company to furnish the cars of another company for use in local switching without permission of the company controlling the cars. The charge for rental shall neither be waived nor remitted by any company without permission of this Association under a penalty of \$25.00 for each violation. This to take effect September 1, 1888, before which date the Secretary of the Association shall have a suitable notice printed and circulated among the persons concerned."

Under this rule the car rental is collected by the road performing the switch service, and if a foreign car, remitted to the line which owns the car. If the car belongs to some line which does not reach Kansas City, the car rental is remitted to the line which brought the car in.

At first there was some grumbling among shippers about this \$3.00 rental charge, but now we never hear any complaint, and it is considered a fair compensation for the hire of a car.

Respectfully,

(Signed) C. E. CARSON,
President.

After an informal discussion it was found that the members present did not coincide with that part of the Committee's report in regard to the money being collected for use of the car to be turned over or retained by the road doing the switching.

The sense of the meeting was expressed by passing a resolution to the effect that the money so collected should be remitted to the owner of the car.

The Secretary was directed to return the papers to the Committee, requesting that the report be modified to read in accordance therewith.

Closing Freight Houses—Uniform Time.

The Committee, composed of Mansfield, Bickell and O'Reilly, not having submitted their report, the Secretary was directed to communicate with the chairman and ascertain when the report would be in readiness.

Loaning Passenger Equipment—Rates to be Charged.

It was decided not to take any further action, but abide by the rules passed by the American Railway Association at the meeting held in New York City, October 11, 1899.

Steam Heat for Coaches.

Owing to the light attendance, discussion on this subject was postponed until next meeting, the Secretary being requested to make special effort to have a full attendance from the respective mechanical departments, with view of participating in the discussion.

Compiling Various Rules, Instructions, etc., in Pamphlet Form.

Chairman Zion reported progress with his Committee, explaining that they were waiting on final disposition in regard to rules which were finally to govern loaning passenger equipment, and also proposed rules in regard to making specific charge for use of car in switch service, which the Committee desired to include in its report.

As soon as disposition had been made of the foregoing subjects the Committee would be prepared to submit a report.

New Members.

The following were unanimously elected members of the Indianapolis Division:

Mr. C. A. Paquette, Superintendent P. & E. R. R., Indianapolis, Indiana; Mr. W. M. Duane, Superintendent C. C. C. & St. L. Ry., Mattoon, Illinois.

This completing the business, the meeting adjourned.

A. A. ZION,
Vice-President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
Wednesday, November 15, 1899.

Meeting called to order at 3:15 p. m., with Mr. T. J. English in the chair.

The following lines were represented:

B. & O. R. R.	MR. T. J. ENGLISH.
Hocking Valley Ry.....	MR. M. S. CONNORS.
T. & O. C. Ry.	MR. H. C. FERRIS.
“	MR. T. F. WHITTELEY.
P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
C. S. & H. R. R.....	MR. G. H. KIMBALL.

The reading of the minutes of previous meeting was dispensed with.

Unfinished Business.

In the matter of adoption by the Columbus Car Service Association of rules relative to charging car service on all freight taking carload rates, and sending to public warehouse all less than carload freight after five days, which subject was presented by Mr. Ferris at the last meeting to be submitted to the Columbus lines for letter ballot, the Secretary reported the vote standing seven in favor of and one against the adoption of the rules, which are quoted below:

NOTICE.

The railroads members of the Columbus Car Service Association have agreed to enforce the following rules at Columbus after December 1, 1899:

(a) All freight taking carload rates will be subject to car service and trackage charges.

(b) Railroads will not furnish help, either for loading or unloading freight taking carload rates.

(c) To release cars, railroad companies reserve the right to send carload freight to a public warehouse at the expiration of free time, at cost and risk of owner.

(d) Railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight-houses for outbound shipment freight taking carload rates.

(e) Railroads will cause all less than carload freight remaining in their warehouses more than five (5) days to be moved to public warehouse at cost and risk of owner.

After considerable discussion of the question motion was made by Mr. Connors that a vote be taken in the matter of adoption of the rules, which was seconded by Mr. Loree and carried.

The ballot resulted in five of the members present being in favor of adoption and one not voting.

Mr. Kimball stated that the whole matter was open so far as the C. S. & H. was concerned, and he desired to make himself more familiar with the question before reconsidering.

Mr. Connors: I move that the rules be put into effect on December 1, and that the Secretary secure a full line of literature as gotten out by the Toledo Association and follow the lines laid down by that Association for proper notice to the public; further, that he notify the local agents of the printed matter that the local agents of the Toledo Association have found it necessary to get out to comply with the letter of the law, that the local agents at Columbus may provide themselves with the necessary stamps or notice, as the case may be.

Seconded by Mr. Ferris and carried.

The question of cleaning stock cars, brought up by Mr. Brimson, and which was tabled at the last meeting, was, upon motion, duly seconded, ordered laid over until again brought up by Mr. Brimson.

The resolution offered by Mr. Kimball to amend Rule No. 7, page 48, of the printed rules, as shown in the minutes of the July meeting, was discussed, and, on motion of Mr. Connors, was ordered referred to the Executive Committee in charge of Joint Inspection, to consider and report upon at their earliest convenience.

Election of Officers.

Attention was called to the fact that the Association was at the present time without a President or Vice-President, and upon motion Mr. W. C. Loree was nominated and unanimously elected President of the Columbus Division.

The question of election of a Vice-President was raised, but action postponed.

Upon motion, duly seconded, meeting adjourned at 3:50 p. m.

T. J. ENGLISH,
Chairman, pro tem.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, November 20, 1899.

Present:

L. S. & M. S. Ry.	MR. A. H. SMITH.
“	MR. T. J. CHARLESWORTH.
M. C. R. R.	MR. D. S. SUTHERLAND.
C. H. & D. Ry.	MR. S. B. FLOETER.
T. & O. C. Ry.	MR. T. F. WHITTELSEY.
T. St. L. & K. C. R. R.	MR. A. W. SHEAHEN.
Wabash R. R.	MR. FRANK CLARK.
Penna. Co.	MR. W. H. POTTER.
“	MR. G. W. DENNISON.
W. & L. E. Ry.	MR. W. P. SCHAUFFELE.
“	MR. C. Z. HUGHES.
Ann Arbor R. R.	MR. M. D. FOHEY.
Republic Iron & S. Co.	MR. H. R. MOORE.

Meeting called to order by President Smith at 2:00 p. m.

The minutes of previous meeting were approved, and the reading of same dispensed with.

President: Mr. Moore, of the Republic Iron & Steel Company, is present and wishes to make a few remarks regarding car service matters, and would like to have a hearing so he can get away on an early train this afternoon.

There being no objections, Mr. Moore was called upon and

protested against the measures ordered taken by the manager, declining to permit the delivery of any car upon which the free time had expired until the car service on same had been paid.

He stated the roads at Toledo extended credit to his firm and thought this procedure harsh, and held that the matter could be settled in a different manner.

He also claimed the delays were largely the result of failure of railroads to show original point of shipment, as well as the name of the shipper, and that the switching service was very poor.

The matter was thoroughly discussed, and on motion the following was adopted:

“Moved, That a Committee of three be appointed to go over the matter of outstanding car service bills against the Republic Iron & Steel Company, and that such Committee be authorized to confer further with the representative of the Republic Iron & Steel Company, with a view to reconciling any difficulties which may require adjustments and report their recommendations to this Association for action.”

Messrs. W. H. Potter, T. F. Whittelsey and D. S. Sutherland were appointed to compose the Committee.

President: We will now take up the second article, “That a report of all loaded and empty cars delivered to connecting lines in Toledo district for industries be made and forwarded daily to the manager of this Association, who will keep record of such cars and see that they are promptly returned, in accordance with the rules of the Central Association of Railroad Officers, adopted September 11, 1899.”

Mr. Whittelsey: What will it cost, Mr. Secretary?

Mr. Grogan: I think one man could keep this record and also keep a check of the interchange of all the roads each day of purely local cars. He would be obliged to check back each day, and every car that was delayed over three days he could report in a letter to the superintendent of the receiving road, and a copy of such report could be sent to the superintendent

and agent of the road interested. I am of the opinion that one man could take care of this record.

Mr. Schaufele: I would like to ask the object of this check. According to Rule II, a road receiving car has the option of loading same home direct, provided the delivering line does not order it returned. If I deliver a car to the Lake Shore and want it returned, I simply make a request.

Mr. Potter: What kind of a request?

Mr. Schaufele: A written request. I do not think Mr. Grogan will be able to keep the record of interchange cars with one clerk.

Mr. Grogan: It is only interchange of cars for industries.

Mr. Schaufele: If you do this you are going to require the agent to make out two reports. Even at that, I feel certain the record could not be kept with one clerk.

Mr. Sutherland: I am of the opinion that we should not lumber up the Car Service Association with any more business. The railroads are obliged to keep a record themselves, and, as has been stated, four clerks could not keep up with the work required.

I move that it be laid on the table.

Seconded and carried.

President: The next topic for discussion is "The question of an agreement between all members to weigh all freight in order to secure payment for actual weight carried. This refers more particularly to (floor) freight handled through the house."

What is your pleasure, gentlemen?

Mr. Whittelsey: I am responsible for the insertion of this suggestion in the call, and wish to make a few remarks with regard to it.

I understand that one of the largest railroads in this section made a thorough canvass of the matter of weighing all merchandise, and they found that, in spite of the weighing and inspection bureaus, they were losing a very large amount of money on account of the under billing of freight by shippers.

We made some experiments in our Columbus house and

found there was a very large percentage of the consignments offered for shipment that were under billed. Having this large road to take the initiative, we had no objection to adopting the same methods. We have put in additional platform scales, check clerks, etc., and are weighing every pound of freight passing through the house. We expected, finding that condition in Columbus, that the same would be true in Toledo, probably. We made an experiment for two days and found on a business of 112,000 pounds a gain of over 21,000 pounds. The percentage of gain is 23.86 percent in the two days. So that, paying for your scales, check clerks, etc., you would still have a balance to your credit. I am inclined to think we will adopt this method anyway, but would hesitate unless the other roads do the same, and I thought I would bring the matter up for consideration.

Mr. Charlesworth: Why do you not bring the matter to the attention of the weighing and inspection bureau?

Mr. Whittelsey: I think the question has been brought to their attention several times, but they do not seem to be able to remedy the difficulty.

Mr. Sutherland: With the road which I represent that is a matter which would belong to our traffic department to act upon. I am glad to know that this condition prevails, but can take no action in this meeting with regard to it.

Mr. Whittelsey: We are scheming all the ways we know how to make money, and this is one of the best ways I know of.

Mr. Potter: Our business is handled on the tonnage basis, and they run everything over the scales, as it is to their advantage to get all they can out of it.

Mr. Clark: I would like to say, with regard to weighing less than carload freight, that we have a list of the weights of various commodities of which we handle a great deal, which list we have compiled by weighing up one box of a certain brand of goods and then weighing ten boxes, and every time we receive a new brand of any commodity we weigh one package

and then ten, and then estimate the weight of a shipment from the results of this weighing. The greatest trouble we have is on freight coming from small stations, which we are obliged to weigh and "set up."

Mr. Whittelsey: I can show you a list of 75 or 100 firms in Columbus who continually under bill their freight.

Mr. Clark: Shippers frequently send their shipping bills down to us under billed. We are estimating every barrel of sugar at 350 pounds. Canned goods, etc., of which we handle a large quantity, we have an estimated weight, and, as I said before, the only difficulty we have experienced is on freight coming from small points.

Mr. Whittelsey: How would it do for each road to weigh up the freight passing through their houses for a period of a week or ten days and make a report of results at a special meeting, to be held December 4, and ascertain what we are doing?

President: It has been moved and seconded that discussion be postponed until our next meeting.

On the call for ayes and nays, motion carried.

On motion adjourned.

Car Service.

Mr. W. H. Potter, Chairman.

Chairman: The first subject for consideration is as follows: "That car service collections be remitted to the manager of the Association, the receipts to be used, so far as possible, in defraying the expenses of the Association, and any residue to be remitted by the manager to the treasurers of the lines entitled to receive same. The manager to be placed under a sufficient bond for the proper accounting of all moneys passing through his hands. All collections to be made, as at present, under the direction of the manager."

Is there any motion before the house on this subject?

Mr. Whittelsey: I suppose the object of that suggestion is

to cause the records of the car service to correspond with those of the auditor. It has been stated that they do not correspond, and if the car service manager had charge of the claims and had the money remitted to him, this matter of refunding would be entirely in the control of the Association. As it is now, it is not. I rather favor this suggestion, but would like to hear from some of the other gentlemen present.

Mr. Sutherland: I fail to see where we are going to secure a check under this method. The trouble is that some roads claim that other lines collect car service when they do not. If the car service manager kept the accounts by collecting and remitting money direct to the treasurer of the road, there might be a partial check, but if a road wishes to be dishonest, they can pay it back through the agent and you can not help it. Moreover, there is a clause in the rules of the road I represent which states that all money collected by the agent shall be remitted to the local treasurer, and there is no one under the president on the Michigan Central R. R. who can change that rule. There is only one thing the roads can do in car service, and that is to live up to the agreement. Unless a check can be secured, I do not see any object in the practice suggested.

Mr. Smith: The idea, as I understand it, is to get the check. Perhaps this is not what is wanted, and we should have something different. I presume these things are bound to exist as long as railroad companies are inclined to be dishonest in regard to car service rules and go back on the agreement entered into. It seems too bad that we can not get a check, and perhaps we can not. We are, no doubt, in the same position as the Michigan Central, in that we could not authorize the car service manager to take charge of the funds. It places the agents of the roads who are trying to be honest and are endeavoring to enforce car service in a position that, to say the least, is undesirable from both the agent's standpoint and the company's. I today am not in a position to suggest any improvement, but perhaps our manager or some other gentleman present can do so. We ought to have all reasonable checks that can be

had to require a compliance with the regulations, and when they are not complied with we ought to know it.

Mr. Potter: We are not in a position to change the present practice at this time.

Mr. Smith: I move that the question lie on the table until our next meeting.

Seconded and carried.

The Secretary read a report of car service and storage earnings for the month of October.

Secretary: The question of rules governing the handling of clover seed has been brought up, and at the meeting of the local freight agents, held Saturday, last, two different practices were voted on by the agents, which were referred by them to the Superintendents' Association for consideration, as follows:

(1) "Commencing —, the following rules will govern in the handling of carload shipments of clover seed:

"Clover seed will not be unloaded into the warehouse within the 48 hours' free time, except on request from consignee.

"When any road elects to unload in warehouse within the 48 hours' free time, when requested by consignee to do so, a charge of 1 cent per bag will be collected for expense of unloading, which includes 48 hours' free storage from 7 a. m. or 12 m. immediately following notice to consignee of arrival.

"If any part of the consignment remains in the warehouse after the expiration of the free time allowed as above, the charge of 1 cent per bag for unloading will be waived on that part remaining in the house and storage assessed against the property on hand at the following rates:

Carloads:

1 ½c. per 100 pounds for first week.

½c. " " " " each succeeding week.

Less than carloads:

2c. per 100 pounds for first week.

1c. " " " " each succeeding week.

"Only one man to tally will be furnished where delivery is taken within the 48 hours.

"Where a consignment is charged the regular storage rates the railroad may furnish help to load from warehouse.

"Where a consignment is reshipped within 48 hours and requires reloading into car, if reloading is done by railway employees, a charge of 1c. per bag will be collected or billed as advances."

(2) "Commencing —, the following rules will govern in the handling of carload shipments of clover seed:

"Clover seed will not be unloaded into the warehouse within the 48 hours' free time, except on request of consignee.

"When any road elects to unload in warehouse within the 48 hours' free time, when requested by consignee to do so, a charge of 1c. per bag will be collected for expense of unloading, which includes 48 hours' free time for storage from 7 a. m. or 12 m. immediately following notice to consignee of arrival.

"If any part of a consignment remains in the warehouse after the expiration of the free time as above, storage will be assessed against that part remaining at the following rates:

1c. per 60 pounds for first ten days.

$\frac{1}{4}$ c. per 60 pounds for each succeeding ten days.

"Only one man to tally will be furnished where delivery is taken within the 48 hours.

"Where a consignment is charged the regular storage rates the railroad may furnish help to load from warehouse.

"Where a consignment is reshipped within 48 hours and requires reloading into car, if reloading is done by railway employees, a charge of 1c. per bag will be charged and collected or billed as advances."

It was explained that the rates named in the second (2) proposition were same as charged by the Iron Elevator Company.

After some discussion the adoption of the second (2) resolution was moved.

Seconded and carried.

It was decided to put the same in effect commencing November 23, 1899.

Mr. Floeter presented the name of Mr. S. R. Kramer, Supt. L. E. & W. R. R. at Lima, for membership in the Association.

The Secretary stated he was already a member, and was instructed to write Mr. Kramer to that effect.

On motion adjourned to meet Monday, December 4.

A. H. SMITH,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, November 14, 1899.

Meeting convened at 10:20 a. m. Mr. F. L. Tompkins, on
motion, was elected Temporary Chairman.

PRESENT:

P. & P. U.	F. L. TOMPKINS.....	Gen'l Supt.
"	W. E. BELL.....	Asst. Supt.
L. E. & W.....	H. F. BICKELL.....	Asst. Gen. Supt.
"	H. A. BOOMER.....	Superintendent.
T. P. & W.....	E. N. ARMSTRONG	Gen'l Supt.
C. P. & St. L.....	C. MILLARD.....	Superintendent.
C. C. C. & St. L.....	C. A. PAQUETTE	Superintendent.

The proceedings of the October meeting were approved as
printed.

Chairman: Our first subject is "Report of letter ballot on
the following proposition: That trains will not be held for
whiskey shipments."

Secretary: I wrote the C. B. & Q., Iowa Central, R. I. &
P. and St. L. P. & N. under date of October 10 as follows:

Gentlemen: The vote on the question "Whether or not
trains will be held for whiskey shipments" was canvassed at
the meeting of this Association this morning, resulting as fol-
lows:

The Big Four, C. R. I. & P., C. P. & St. L., L. E. & W., P. & P. U., T. P. & W., P. D. & E. and Vandalia Line all vote in the affirmative, the latter two conditioned that the vote was unanimous. It was then on motion resolved that the question be resubmitted to the lines not voting in the affirmative, stating how the vote stood; and further, that the lines voting "aye" were exceedingly anxious that the vote should be unanimous.

Kindly advise whether or not you will vote for your road in the affirmative and oblige,

Yours truly,

A. J. ELLIOTT,
Secretary.

In response to this letter the St. L. P. & N. and R. I. & P. voted in the affirmative. The C. B. & Q., however, have written me as follows, while the Iowa Central have not yet replied.

Galesburg, Illinois, October 13, 1899.

Mr. A. J. Elliott,
Manager Car Service,
Peoria.

Dear Sir: Answering yours of the 10th inst., as to what vote our company will make as to holding trains for whiskey shipments out of Peoria. It does not appear to me that it is desirable to undertake any rule between the different roads. Conditions are entirely different as between them, and what might be regarded as a concession in one case would not be so in another; that is, the trains might be so scheduled that it would be no hardship for one road to wait when it would be for another.

It appears to me that this is a matter of competition as between the service of the various lines, and should be left as such.

Yours truly, (Signed) W. B. THROOP.

Mr. Armstrong: Some time ago the P. & P. U. prepared a schedule stating that they would go to the different distilleries at a certain time, and that they would not go again that day. I should like to ask if this schedule is still in effect.

Mr. Tompkins: We have the same schedule still in effect, and we do not go back to the distilleries a second time unless the roads hold their trains long enough to enable us to do so conveniently.

Mr. Boomer: Did you set the schedule back any to accommodate late trains?

Mr. Tompkins: The schedule has not been changed since it was first made.

Mr. Boomer: What is the time of your last trip?

Mr. Bell: From about 5:15 to 6:00 o'clock. It depends on the location of the different industries.

Mr. Bickell: Why is it the matter is not entirely in the hands of the P. & P. U.?

Mr. Armstrong: Because they consider they are doing our work and must do it in accordance with our orders.

Mr. Boomer: In making a regular trip, do you clear up all there is to go at each place?

Mr. Bell: All that are loaded. There may be six or seven loaded and two more just started. We do not disturb those two.

Mr. Boomer: If you have got to go back again, the first trip is then unnecessary.

Mr. Bell: We have a good deal of difficulty with the roads complaining that their cars were loaded at such and such a time and were not taken out. While your whiskey may be loaded first, there are other cars ahead which prevent our getting your whiskey out. Those are the conditions that we run up against.

Mr. Tompkins: The distilleries require that we put cars in 1, 2 and 3 order—Big Four whiskey at door four, L. E. & W. at door six, etc. They regulate what we take out.

Mr. Armstrong: They not only do not have the doors open, but say cars are delayed because they can not get stamps.

Mr. Bickell: Is there anything in that?

Mr. Armstrong: I don't think there is.

Mr. Bell: I understand they can get stamps any time they want them, even in the morning.

Mr. Tompkins: At the Atlas some time ago I found they

were not ready for cars for an hour or more after we had them placed.

Mr. Boomer: Do the revenue men control the gaugers, or are they under different men? Sometimes it is said they have had to wait for gaugers.

Mr. Tompkins: That is barely possible when business is heavy. They may not have gaugers enough to get out everything on time.

Mr. Boomer: The revenue office know by the amount of stamps sold whether they are going to have a heavy day or not, and I understand that stamps must all be gotten before banking hours close.

Mr. Tompkins: The banks close at three, and I have been at distilleries at 4:30 and there was not a stamp on the place.

Mr. Boomer: Mr. Daugherty, revenue collector, told me he would not take anything from the distillery people after banking hours.

Mr. Bickell: I should like to ask Mr. Tompkins what, in your opinion, would be the effect of an agreement of this kind? Do you think it would have the effect of causing the distilleries to have their cars ready at the time of your schedule?

Mr. Tompkins: I have always felt that it would have a decided effect in getting the whiskey out on time, still I am not familiar enough to say absolutely that it would have. I talked with one of the gaugers, and he said he did not see why the whiskey could not be gotten out on time, unless it be that Peoria was noted for prompt shipment, and that the cause of such prompt shipment was the extra work done by the gaugers and the accommodations furnished by the railroads.

Mr. Boomer: Do they not have their orders mostly by telegraph before noon?

Mr. Tompkins: They give us an order by 10 o'clock every morning how many cars they are going to load.

Mr. Armstrong: How much of this going back a second time is being done?

Mr. Tompkins: Every day.

Mr. Bickell: What time does the C. B. & Q. train leave?

Secretary: Their time card says 7:10 p. m.

Mr. Tompkins: That is about the earliest of any train leaving Peoria.

Mr. Bell: I don't remember ever having any whiskey to the Q for a train that was held. I don't think they hold their trains.

Mr. Armstrong: We had a case last week where we were holding our train for some stock, and a car of whiskey was ready to go before our stock arrived, but we would not have held our train for the whiskey.

Mr. Bickell: This leaves us just where we were.

Mr. Bell: It does not seem to me the C. B. & Q. cuts any figure.

Mr. Bickell: I move the Secretary notify the various lines of the way the vote stands, and ask them if they will be willing to enforce the rule of not holding their trains for whiskey shipments without the C. B. & Q. being a party to the agreement, and report the result at the next meeting.

Seconded and carried.

Chairman: Our second subject is: "What constitutes the delivery of a car going from one road to another at Peoria?"

Mr. Armstrong: I will say for my part that the matter slipped my mind, and I did not bring it up at the P. & P. U. executive meeting, as I had expected to do, and would therefore move that the matter go over to the next meeting. Meantime members can take it up with their representative on the P. & P. U. executive committee.

Seconded and carried.

Chairman: Our next subject is: "Shall a new list of Peoria sidetracks and switching tariff be issued by this Association?" The Secretary has some correspondence on this matter.

Secretary: The C. R. I. & P. desire to reissue the list of Peoria sidings. The general agent of the C. B. & Q. objects to showing the switching tariff, claiming it might lead to difficulty.

The C. R. I. & P. suggest that the list of sidings be published without any tariff being shown.

After the reading of correspondence and informal discussion, it was on motion resolved that the matter be dropped so far as this Association is concerned.

Letter from Superintendent W. H. Gridley, of the St. L. P. & N., regarding membership in this Association, was read.

Mr. Armstrong: I move the St. L. P. & N. be elected to membership in this Association. Seconded and unanimously carried.

Secretary: I have the following from Mr. Starbuck:

Mattoon, Illinois, November 11, 1899.

Mr. A. J. Elliott,

Secretary I. C. S. A.,
Peoria, Illinois.

Dear Sir: In the event I shall not be able to attend the meeting next Tuesday, will you kindly present to the superintendents for discussion the following:

1. Would it be good practice to limit engineers in the consumption of engine and valve oils, requiring them to make a given number of miles on passenger and freight to the pint of engine and pint of valve oil consumed?
2. Would engineers, struggling for a record, be liable to run their machinery so dry as to cause the valves, guides, etc., to cut?
3. Would a locomotive improperly lubricated produce friction to such an extent as to reduce tonnage power?
4. Should engineers be permitted to exercise their own discretion as to the amount of oils necessary for proper lubrication?
5. What, if any, rules on the consumption of oils are in effect on the roads represented?

This is a matter in which I am considerably interested, and I should be pleased to have a very free interchange of views on the part of the superintendents present.

Very truly,

(Signed) R. B. STARBUCK.

Mr. Armstrong: I move the letter go into our records for discussion at the next meeting.

Seconded and carried.

Adjourned at 11:50 a. m.

F. L. TOMPKINS,
Chairman, pro tem.

A. J. ELLIOTT,
Secretary.

C. C. & St. L. Ry. Not represented.
C. & A. R. R. Not represented.
C. B. & Q. R. R. MR. L. W. BERRY Supt.
" MR. J. A. CARNEY M. M.
B. & O. S-W. Ry. MR. A. J. DAVIDSON Agent.
Ill. Central R.R. Not represented.
L. E. & St. L. R. R. Not represented.
L. & N. R. R. Not represented.
Mo. Pac. Ry. Not represented.
M. K. & T. Ry. MR. E. M. COLLINS Supt. Car Ser.
M. & O. R. R. Not represented.
St. L. C. & St. P., and
C. P. & St. L. R. R. MR. C. MILLARD Supt.
" " MR. D. C. FREDERICK Car Ser. Agt.
St. L. K. C. & C. R. R. MR. F. X. ROEDERER Agent.
St. L. K. & N-W. R. R. MR. A. T. PERKINS Supt. of Ter.
St. L. & S. F. Ry. MR. J. H. MACE Supt. Term.
St. L. P. & N. Ry. Not represented.

St. L. Transfer Co. . . . Mr. A. T. PERKINS.
Term. R. R. Ass'n. . . . Mr. F. X. ROEDERER. . . Agent.
T. St. L. & K. C. Ry . . Mr. A. T. PERKINS.
T. H. & I. R. R. Not represented.
Wabash R. R. Not represented.
Wiggins Ferry Co. . . . Mr. JNO. J. BAULCH G. F. A.
National Stock Yards . Not represented.

VISITOR: Mr. W. M. Prall, Manager Car Service Ass'n.

President: The minutes of the October meeting were not received by our Secretary until yesterday; cause of the delay not yet ascertained. If any members present have not received copies, they may obtain them from the table. I presume most of us are familiar with the minutes as printed, and unless some objections are raised they will stand approved.

Under the head of unfinished business we have the proposition presented by Mr. McChesney for change in arrangements for transferring cars; also the report submitted by the Local Freight Agents' Association in regard to the method of payment for transferring carload freight, the matter of pasting advertisements on freight cars, and, finally, we have replies from the remaining roads in regard to storage of freight in warehouses. The communications from most of the roads were read at the last meeting. The Secretary will read the replies so that we can take action.

Secretary reads:

C. C. C. & St. L. Ry.

I have no knowledge that there exists a practice of storing commodities in our East St. Louis freight house.

W. M. DUANE,
Superintendent.

C. & A. R. R.

We do not unload and store any freight for benefit of shippers at East St. Louis.

WILLIS E. GRAY,
General Superintendent.

C. B. & O. R. R.

We do very little storing at East St. Louis. We do, however, furnish free storage for a little starch, soap and such commodities. We unload the same in our warehouse at our own expense, but these commodities referred to are usually taken from warehouse by teams and distributed.

L. W. BERRY,
Superintendent.

B. & O. S-W. Ry.

It is not our custom to allow free storage to any of our shippers.

L. C. FRITCH,
Superintendent.

Illinois Central R. R.

This practice has not been indulged in to any great extent by this company, and there are but few commodities that we have been called upon to store for the benefit of the shippers; nor have we specified any particular length of time that we would allow free storage. Such freight as we have been called upon to store has been unloaded at our own expense and, in a great many cases, reloaded also at our expense. We do not feel that we should permit this practice, and we are ready to join with the other lines in discontinuing it. We stand ready to enter into any agreement on this subject that may be thought advisable after the full situation has been canvassed.

C. F. PARKER,
General Agent.

L. E. & St. L. Ry.

At times we hold carloads of canned fish in our warehouse for various consignees, but this is done only to a limited extent and in extreme cases. Free storage is given only for a few days and deliveries made to the transfer companies or to consignee's wagons.

W. K. MORLEY,
Superintendent.

L. & N. R. R.

We do not give free storage on any commodities in our freight stations or warehouses, either in St. Louis or East St. Louis.

W. S. McCHESNEY, JR.,
Supt. Terminals.

Missouri Pacific Ry.

At the present time we do not care to discuss this matter.

J. F. JONES,
Supt. Terminals.

M. K. & T. Ry.

Our free storage limit is 24 hours, with the exception of flour and hides, flour being unloaded in our flour house at St. Louis and held up to the 30-day limit; hides are only permitted a 5-day limit.

N. J. FINNEY,
Superintendent.

M. & O. R. R.

We do not store any freight in our yard or in our depot free, nor do we allow any freight unloaded in our depot to be stored.

H. W. CLARKE,
Superintendent.

C. P. & St. L. R. R. and St. L. C. & St. P. Ry.

This company does not store any commodities, for the simple reason that we have no storage facilities, if for no other.

C. MILLIARD,
Superintendent.

St. L. K. & N-W. R. R.

It has been the practice of our company to unload certain package freight, such as flour, breakfast cereals, canned goods, starch and California dried fruits, when asked to do so. The matter of length of time such freight is allowed to remain on hand is a little indefinite. Theoretically it is 48 hours. If such goods have not been removed within a few days we have pressed consignees to remove them, and then, in cases where

we have been hampered by delay in removing, we have sent shipments to public warehouse.

A. T. PERKINS,
Supt. of Terminals.

St. L. & S. F. R. R.

This Frisco does not indulge in this practice to any extent. However, there are some few instances where we have unloaded freight shipments in warehouse, final disposition of same being made by teams from the depot.

A. J. DAVIDSON,
Supt. Transportation.

St. L. P. & N. Ry.

We have not been called on as yet by shippers to store any freight, and we could not do it very conveniently anyway with the limited room we have in warehouse. It would not be practicable for this company to enter into any agreement providing for storage of general shipment.

W. H. GRIDLEY,
Superintendent.

St. L. Transfer Co.

The St. Louis Transfer Company charges storage on all package freight held in its possession beyond 48 hours. Besides, this company does a general storage business as properly authorized warehousemen by law.

A. DE FIGUERREDO,
Ass't Manager.

Terminal R. R. Association.

We unload and store to the extent of our facilities free of charge to consignee such commodities as flour, salt, nails, barbed wire, sugar, etc. No time, however, is defined, although the general understanding is that we will give seven days' free storage, this dependent entirely upon the condition of business. If pressed for room, we shorten up on the time, which is frequently necessary, and we always charge consignee when reloading is required.

EDW. DUNLOP,
Superintendent.

T. St. L. & K. C. R. R.

We are not storing any freight at present and have done but very little of this in the past.

L. T. WESTRICH,
Superintendent.

T. H. & I. R. R.

The only commodity that we have been storing at our East St. Louis freight house has been lead and spelter. This has only been done for such freight as was intended to be forwarded by our line. No time limit was placed on storing the property; it was held from two to ten days—not longer than ten days. No charge was made for loading or unloading the cars when ordered out.

H. I. MILLER,
Superintendent.

Wabash R. R.

The Wabash Railroad will vote in the affirmative on this question, with the understanding that all lines will do the same, but we will not, unless all other lines join in.

C. B. ADAMS,
Supt. Transportation.

Wiggins Ferry Co.

This is a matter that does not concern the company represented by the undersigned. We are not called upon to furnish any storage, nor have we done so.

GEO. L. SANDS,
Manager.

President: You have heard the communications from the several roads, showing considerable difference in practice. What action will the Association take? The matter was up at the last meeting, and at that time replies were not received from all the roads.

Mr. Mace: Is it not a fact that the Interstate Commerce Commission claim that railroads are not allowed to act as warehousemen?

President: I believe it was so decided.

Mr. Mace: Our company have accepted that decision except in one or two cases, charging storage on all freight after a certain time, and our traffic department issued a circular covering the matter.

Mr. Collins: I would like to ask why this Association should find it necessary to take action. I should think the Central Car Service Association should take care of it.

President: I believe it has been decided that the Car Service Association has no jurisdiction beyond the unloading of car. There seems to be a disinclination on the part of some roads to take action; in fact, one road refuses to discuss the matter. I therefore think we can do nothing else than to table the matter.

Mr. Roederer: I think the original purpose of the resolution has been attained. It has brought out the information desired.

President: If there are no objections, the substance of these letters will be printed in the proceedings for the information of the members not present at this meeting and the matter tabled.

The matter of carload freight transferred, as reported by the Local Freight Agents' Association, is now up for discussion. The action taken on this matter at the last meeting was that the report should be printed so that the members could have a chance to look into the matter, and that it would come up for final action at this meeting. On account of the delay in receiving the minutes the members have not had such opportunity, and I presume we shall have to let it go over to next meeting.

If there are no objections, this will be made a special order of business at our next meeting.

We now have the proposition of Mr. McChesney that the delivering road, instead of the receiving road, do the transferring. What action will you take on this proposition? In connection with this I will ask the Secretary to read one or two letters from members not here.

Secretary reads:

Vandalia Line.

Terre Haute, Indiana, October 13, 1899.

Mr. F. E. Anderson,
Secretary C. A. of R. R. O.,
St. Louis.

Dear Sir: Referring to your circular of the 10th inst., in regard to transferring loads to be sent to connections, etc. It has been the practice at East St. Louis for twenty-five years for the receiving lines to make the transfer. It is also the practice of all lines to run through without transfer cars containing non-transferable freight; that is, cars containing freight that is too expensive to handle, or where the liability of damage to the lading is too great.

I think these practices should be continued for the reasons that, with the loaded cars in the yards, the lines use greater effort to get them transferred than they would to furnish empties to the connections for the same purpose. This is especially the case where the amount of business delivered by teams is very heavy. The scarcity of cars would necessitate holding the business until such time as the receiving line saw fit to furnish cars, and as most of our interchange business is with the western lines, and as they are large carriers of merchandise, using from 50 to 175 cars per day for merchandise alone, it would be natural for them to take off this business in preference to furnishing cars for freight that was not in their possession; consequently a delay to furnish empties would result in delay to the traffic, and such delay being charged to the line having the cars in their possession.

Under the present rule we make delivery to our connections, and any failure on their part to make the transfer places all the delay with the receiving line, where, I think, it properly belongs. I trust the lines interested will agree to continue the present practice.

Yours truly,

H. I. MILLER,
Superintendent.

President: In addition to that letter, I had a personal letter from Mr. Jones, of the Missouri Pacific, in which he states the subject had been referred to the management of his road for consideration, but that he personally is of the opinion that such a change would be a bad thing. The resolution now to be voted on, offered by Mr. McChesney, is as follows:

"Resolved, That on and after November 1, 1899, the delivery road will make transfer of such cars as they do not wish to run through, and when cars are delivered to a connecting line, it is understood that line making delivery consents to the car running through to the point of destination."

That resolution was seconded by Mr. Gridley. Are there any further remarks?

Mr. Collins: I believe I made at the last meeting about all the remarks I can from my standpoint. I don't believe this Association has collected sufficient information on the subject to enable it to get in the way of bringing about uniformity. I will offer an amendment to the resolution offered, that the resolution offered by Mr. McChesney be laid on the table indefinitely.

Mr. Berry: I second it.

President: Those in favor of the amendment to table the resolution offered by Mr. McChesney will please say aye.

It is a vote.

The next subject we have up is the matter of putting advertisements on the outside of freight cars. I asked the Secretary to bring a copy of the rule of the American Railway Association on this subject and he will read it.

Secretary reads:

The resolution which was adopted by the American Railway Association on October 17, 1895, reads as follows:

"Resolved, That the association recommend that railroad companies issue instructions prohibiting shippers from mutilating and defacing cars by nailing, pasting or otherwise placing advertisements or placards of any kind upon freight cars."

President: I think that most roads have complied with this resolution by issuing rules regulating the size and character of advertising matter.

Mr. Mace: That is our object in bringing this matter up. The practice of shippers now is to take placards all the way from two to four feet in size and place on car with paste, and they remain indefinitely. I saw two of our cars yesterday on which advertising matter had been placed at least two years ago.

A rather amusing incident occurred a short time since, where five cars of raw material were set into one tobacco plant. After they unloaded the cars we were notified they could not use them promptly. Another tobacco company wanted such cars, and we placed those five cars for them to load. After they were placed we were advised by their superintendent that they could not use them because cars were placarded with signs of the rival company's brand. He claimed if they did so they would get into trouble with their employees, account of their being in the trust.

It is not only our cars, but cars of other roads that are pasted up with advertisements. There would not be so much objection if they were put on in such a manner as to be easily removed, but we have been so lenient in this respect that shippers are taking advantage of it. I believe we should get together and enforce the resolution laid down by the American Railway Association and stop the practice. It certainly makes our cars look unsightly, and at same time advertises some one else's business.

I move the resolution of the American Railway Association be enforced by all lines on both sides of the river.

Mr. Collins: I second the motion.

Carried.

President: We have no committees out and have no other correspondence. If no new business is offered, a motion to adjourn will be in order.

Adjourned.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., November 8, 1899.

The meeting was called to order at 2:30 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	(Not represented.)	
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	(Not represented.)	
K. C. F. S. & M. R. R..	MR. R. R. HAMMOND...	Gen. Supt.
“ “	..MR. H. S. MITCHELL...	Supt.
“ “	..MR. F. A. MCCARTHY...	Air-Brake In.
C. M. & St. P. R. R. ...	MR. D. W. RIDER.	
M. K. & T. Ry.....	(Not represented.)	
C. G. W. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R.	(Not represented.)	
St. L. & S. F. R. R.....	(Not represented.)	
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	MR. G. N. CURTIS.....	Agent.
Wabash R. R.....	MR. JAS. LAUGHLIN	Trainmaster.
K. C. N. W. R. R.....	MR. R. P. ISITT	Agent.
K. C. P. & G. R. R.....	(Not represented.)	

K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
K. C. Sub. Belt R. R...MR. F. B. PARKER.....Gen. Supt.
Union Depot Co.....MR. E. J. SANFORD.....Supt.

VISITOR: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: The minutes of the last meeting, having been printed in the proceedings, will stand approved, unless there are some corrections to be made.

Correspondence.

The Secretary read the following letter:

Kansas City, Missouri, October 16, 1899.

Mr. C. E. Carson,

President K. C. Div. C. A. of R. R. O.

Dear Sir: Owing to my having accepted service which will take me from Kansas City, I regret exceedingly that I am compelled to resign my membership in this Division of the Central Association of Railroad Officers. I wish you would convey to all the members of this Association my best wishes for their success and good health, and also say to them that my membership and association with them has been of inestimable value to me.

I take pleasure in requesting the Association to transfer my membership to Mr. F. B. Parker, my successor.

Very respectfully,

(Signed) W. L. STEVENSON,
Gen. Supt. K. C. S. B. R. R.

President: You have heard this communication, and if there is no objection it will be received and printed in the minutes. As the Kansas City Suburban Belt Railroad is a member of this Association, it is my understanding that it is not necessary to elect any officer of that road to membership, the membership in this Association being by roads and not by individuals.

Reports of Committees.

President: I believe there are several Committees to report today. I have received a letter from Mr. W. L. Stevenson, who was chairman of the Committee on "Improved Methods of Interchange," inclosing replies from a large number of railway officials to whom he addressed a list of questions. I will ask the Secretary to read Mr. Stevenson's letter.

(The letter was read.)

President: As the replies to Mr. Stevenson's circular letter are quite voluminous, it would require considerable time to have them read. There is some very interesting matter in these letters, and I have thought that possibly the correspondence might be passed around to the various members of the Division by letter, in order that they may look it over, rather than print it in the minutes. I would like to know what the pleasure of the Association is with regard to this partial report of the Committee.

Mr. Starr: For my part, I would like to see it passed around, as I have never seen the papers.

Mr. Mitchell: Would it not be a good idea to have the papers returned to the remaining members of the Committee and ask them to consider the question in connection with this correspondence and make some sort of a recommendation.

President: I believe that is a good suggestion. Will you offer a motion to that effect?

Mr. Mitchell: I move that the papers be returned to the Committee for further consideration and report, with any recommendation they may wish to make.

The motion was seconded by Mr. Laughlin and carried.

President: I will appoint Mr. Rider as chairman of that Committee, the other member being Mr. Starr.

Mr. Mitchell: I would suggest that the President be made the third member of the Committee.

President: I shall be very glad to serve on the Committee, if silence is assent.

President: We have a Committee to report on the revision of the by-laws and rules of the Association, of which Mr. Starr is chairman.

Mr. Starr: While a part of the work has been done, yet owing to a very busy season since the Committee was appointed, it has not been completed, and I would ask for further time.

President: I will say that the revision of the rules is quite a task, as it will be necessary to go back over several years' proceedings, and I believe the Committee ought to have more time.

Mr. Mitchell: I move that more time be given the Committee.

Seconded and carried.

President: There was a Committee, of which I am chairman, appointed at the last meeting of the Association to investigate with the stockyards company and ascertain if it is not possible to get better service in the loading and unloading of live stock. I communicated with Mr. C. W. Jones, of the Rock Island, during the month, and find that, owing to his having been sick for a couple of weeks, he could not come to Kansas City to meet with the Committee. Therefore no report can be made and we will have to ask for further time.

I will say, however, that the situation became so aggravated a couple of weeks ago that, in company with our general superintendent, I called on Mr. Child and we went over the situation quite thoroughly, and as usual we got absolutely no satisfaction. It is to be hoped that the Committee may be able to accomplish more.

As chairman of the Committee I would ask for more time and trust that we shall be able to make a report by the next meeting.

Mr. Rider: I move that the Committee be allowed further time.

Motion seconded and carried.

Mr. Starr: In connection with this matter I believe I stated

at the last meeting that for some time prior to that we had been getting excellent service. . About two weeks ago it went off, and since that time we have been getting miserable service.

New Business.

President: Has anyone anything new to bring before the Association?

Mr. Starr: There is a matter which I would like to speak of, and that is the revision of the list of commodities agreed upon by this Division, as shown in the August, 1897, proceedings, to be considered as non-transferable. That list was adopted after having passed through the hands of the Local Freight Agents' Association, but since its adoption there have been a number of controversies between the various agents because of the other fellow running his car. To illustrate, we had a case with the M. K. & T. about ten days ago—a car of lumber which they delivered to us and which we ran through, considering it non-transferable on account of its being dressed. Mr. Allen, of the M. K. & T., stated that it was not dressed lumber, but had simply been sawed and then run through a planer to bring it down to size, that it was rough lumber and only planed on one side.

That is merely an illustration of a number of cases that have come up where it will be necessary for the agents to revise the list of non-transferable commodities. The agents met yesterday, but after a thorough discussion it was found that there was not time enough to revise the list, and a special meeting has been called for this week to revise the list, and it will be presented to the superintendents for their approval at the next regular meeting.

There are a great many commodities which are non-transferable which are not embraced in this list. I have a sheet here, for instance, showing what the Santa Fe considers non-transferable. You will notice it is closely printed and there does not begin to be the number of articles in our list of non-transferable commodities that there is in this Santa Fe circular.

I merely speak of this matter because after it has been acted upon by the agents it will need the approval of this Association.

President: I know there has been a good deal of trouble on this transferring question during the past few months on account of the scarcity of cars, and it should be settled one way or the other soon.

I hope everyone will come to the next meeting prepared to discuss the question, and if anyone has to submit it to higher authority, they can do so in the meantime.

Mr. Isitt: It is the intention, after the agents have passed on the question to submit same to their superintendents so that they will be in position to act upon it at the next meeting.

President: We don't have Mr. Hammond's presence very often, and as he has just returned from an extensive trip, I have no doubt that he has some reminiscences which would be both entertaining and instructive to us who have been grinding away at home. We would be glad to hear from him for the good of the order.

Mr. Hammond: I am not a speechmaker and I didn't come here with the expectation of making any remarks. I have just returned from the east, where I had a very pleasant trip, and I try to keep my eyes open and see what other people are doing. The most definite conclusion I have come to on my trip was that eastern railroad men don't have anything near the problems to contend with that western men have. For instance, on the Pennsylvania System, if a chief dispatcher wants to start fifteen or twenty trains out, say from Altoona to Harrisburg, all he has to do is to look over the list of engine numbers and run them out as extras, and the man with the block takes care of them.

They have almost a perfect railroad, just as even as it can be made, much of it hundred-pound steel, thoroughly ballasted, and the greater portion four tracks. I noticed the whitewash car passing over the division between Indianapolis and Columbus, and every once in a while they would squirt a little whitewash on the joints, so that the trackmen would have an oppor-

tunity to get those joints up in perfect surface before the general inspection. I saw a great deal of that whitewashing going on all over the division, and when I arrived at Jersey City I saw the cause of it all. There were five special trains backed into the depot, with their president and a lot of other officials. They had four or five observation cars, arranged like we arrange our theaters—with seats in tiers—and I was informed that the statement had been made that the inspection would cost fifty thousand dollars. Of course, if we had that fifty thousand dollars we wouldn't spend it for inspection. Neither would we think it necessary to run over the track and squirt whitewash on the low joints. Most of us find them without doing that.

I attended the New York meeting of the American Railway Association and met several other western railroad men there, and I could not help but be impressed all during the meeting with the fact that western men and eastern men have very little in common. Those fellows are engaged more in the refinement of knowledge than they are in getting right down to matters that concern us. Questions of bridge building, track maintenance and a lot of those things which interest western men they are not concerned in. I talked with Mr. Mudge, of the Santa Fe, Mr. Clark and one or two other gentlemen connected with roads in this part of the country to see if we could not form a western association and break away from the east. I have attended several of these meetings and found the same difficulty. Mr. Mudge made the same criticism, that those gentlemen in charge of double and four-track railroads know very little of our requirements and feel very little interest in things that we are decidedly interested in. To a very large extent I feel that it is almost a waste of time to attend these meetings. I had the pleasure of attending the meeting of the Central Association in St. Louis, from which I derived more benefit than I have from any of the meetings of the American Railway Association, and I have been to several of them.

For instance, at the New York meeting we undertook, several of us—Mr. Clark, of the New Haven Road, and one or two

others—to get up the question of automatic brakes. The time is very near at hand when, according to law, we should have all our cars equipped with automatic brakes, and we wanted to discuss that question and come to some conclusion as to what we would do when that time came, saying that we thought some concerted action should be taken. We could not get the association to take any interest in it. It was put off just as a matter which would take care of itself when the time came.

I think that the best thing for western men to do is to stand together on problems that they are concerned in, and I find that I can learn more right here in this little meeting than I learned in the meeting in New York. I don't want to be placed in the position of criticising those gentlemen; probably it is all right, looking at it from their standpoint, but as for being a benefit to western men, I think it is a failure.

I found that prosperity in the East is universal, just as it seems to be in the West. Everybody is having all the business he can attend to and everyone is complaining of shortage of cars. I made inquiry from a great many gentlemen as to their opinion of how long this prosperity would last. No one seemed willing to predict how long it is going to last, but a great many felt as I do, that it is a very good time to be cautious about engaging in anything that will involve a very large expenditure of money.

President: We are certainly very much obliged for these observations from Mr. Hammond.

Mr. Mitchell: I think the President and all the other members here can join me in reminding Mr. Hammond that if he sees fit to favor the plan of a western association, rather than establish a new one, it might be well to canvass the question in the interest of the Central Association. There is no line drawn here. General superintendents outrank superintendents, and I know the superintendents would be very glad to have them take an active interest in the Central Association.

Mr. Hammond: I think the tendency is to organize too many associations, and it would be well to put to good purpose

something we already have. I expect to canvass the situation with that end in view.

President: I have no doubt that a very large percent of the membership of this Association will feel complimented by the remarks Mr. Hammond has seen fit to make, and I feel that this Association has accomplished a wonderful work in the past few years—I mean the whole Association—and I for one would be very glad indeed if we could have the cooperation of the general superintendents at our meetings and in the Association. They are in a position to decide definitely as to new matters which may be suggested by subordinate officials, and I notice Mr. Hammond is not unmindful of the fact that by hearing our discussions and coming in contact with subordinate officials much can be learned that is of value.

There being no further business, the meeting adjourned.
Date of next regular meeting. December 13, 1899.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

Louisville, Kentucky, November 8, 1899.

Mr. O. G. Fetter,
Secretary C. A. of R. R. O.,
Cincinnati, Ohio.

Dear Sir: No meeting of the Louisville Division was held
this morning on account of no quorum.

Yours truly,

J. C. LOOMIS.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

DECEMBER.

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1899.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

C. E. CARSON.....President.
F. L. TOMPKINS.....1st Vice-Prest.
G. W. BENDER.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

C. E. CARSON, Chairman.
F. L. TOMPKINS. G. W. BENDER. T. F. WHITTELSEY.
J. W. RILEY. A. GALLOWAY. H. C. BARNARD.

DIVISIONS.

A. GALLOWAY.....	President.....	Cincinnati Division.
J. W. RILEY.....	".....	Indianapolis "
WM. QUINN.....	".....	Columbus "
A. H. SMITH.....	".....	Toledo "
C. L. NICHOLS.....	".....	Peoria "
A. T. PERKINS.....	".....	St. Louis "
C. E. CARSON.....	".....	Kansas City "
A. M. McCracken.....	".....	Louisville "
W. H. BRIMSON.....	Vice-President.....	Cincinnati Division.
A. A. ZION.....	".....	Indianapolis "
J. H. GLOVER.....	".....	Columbus "
V. A. RITON.....	2d Vice-President.....	" "
J. W. SHERWOOD.....	Vice-President.....	Toledo "
H. P. GREENOUGH.....	".....	Peoria "
EDWARD DUNLOP.....	".....	St. Louis "
J. W. STARR.....	".....	Kansas City "
W. J. HARRAHAN.....	".....	Louisville "
O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
B. H. GARRIGUES.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "
O. G. FETTER.....	Treasurer.....	Cincinnati Division.
G. B. STAATS.....	".....	Indianapolis "
J. D. BERRY.....	".....	Columbus "
WM. GROGAN.....	".....	Toledo "
A. J. ELLIOTT.....	".....	Peoria "
F. E. ANDERSON.....	".....	St. Louis "
.....	".....	Kansas City "
J. C. LOOMIS.....	".....	Louisville "

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, December 12, 1899.

The meeting was called to order at 11:00 a. m., by
President Galloway.

The following roads were represented:

C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON....	Supt.
“ “	....MR. F. M. LAWLER.....	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	.....MR. W. T. SMITH.....	A. M. M.
C. N. O. & T. P. Ry...	MR. J. P. MCCUEN.....	Supt. M. P.
“ “	...MR. E. D. CASEY.....	Agent.
Cin'ti Northern R. R...	MR. W. T. BACKUS.....	Supt.
L. & N. R. R.....	MR. WM. ADAIR.....	D. M. M.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

President: Unless there are some objections, we will dis-
pense with the reading of the minutes of the last meeting, as
they have been published and furnished to all members.

Stock to be Fed and Watered at Cincinnati.

The Secretary announced result of letter ballot on the
recommendation of the Cincinnati Local Freight Agents' As-

tion, that when shipments of live stock require to be fed watered at Cincinnati, that the road taking the freight from Cincinnati shall perform the service, unless it is shown that the necessary action has been taken by the road bringing the live stock to Cincinnati, or instructions to the contrary are shown in the billing, showing the L. & N. R. R., C. N. O. & T. P. Ry., H. & D. Ry., B. & O. S-W. R. R. and Erie R. R. were in favor of the recommendation, and that the P. C. C. & St. L. Ry., C. & O. Ry., Cin'ti Northern R. R. and C. C. C. & St. L. Ry. were opposed to the recommendation.

Mr. Lewis: I move that the matter be laid on the table.

Seconded and carried.

Amending Article VIII of the Joint Car Inspection Agreement.

The Secretary announced result of letter ballot on the proposition of the C. & O. Ry. to amend Article VIII of the Joint Car Inspection Agreement so that the receiving road shall do the transferring at its own expense, or run the car as it may deem proper, which showed the B. & O. S-W. R. R., C. N. O. & T. P. Ry., L. & N. R. R., and C. & O. Ry. voting in favor of same, and the C. H. & D. Ry., P. C. C. & St. L. Ry. and C. C. C. & St. L. Ry. voting against the proposition.

Mr. Lawler: I move that the matter be laid on the table.

Seconded and carried.

Report of Special Committee on Cleaning Stock Cars.

The Secretary read report as follows:

Cincinnati, Ohio, November 20, 1899.

Mr. A. Galloway,
President Central Association.

Dear Sir: Your Committee, to whom was referred the subject of Cleaning Stock Cars, have carefully investigated the subject and find varying practices at different points.

At St. Louis, the Union Stock Yards require all stock cars to be cleaned before being placed at the yards for loading, the cleaning to be done by the railroads before delivering the empty cars to the stock yards. Practically the same thing exists at Chicago.

At National Stock Yards, East St. Louis, the old bedding is invariably sold.

At Cincinnati and Indianapolis, stock cars containing bedding suitable for the character of stock to be loaded, are not cleaned, the old bedding being re-used.

The Stock Yard Companies in all cases, furnish the bedding, collecting from the shippers in some cases and from the railroads in other cases, for the cost of the new bedding.

At the Bourbon Stock Yards in East Louisville, old bedding is used whenever possible to do so, but when necessary to clean out the old bedding, it is done at the expense of the private stock car line or of the railroad companies, fresh bedding being furnished by the stock yards and the cost of same collected from the shipper.

The committee finds that there is a profit to the stock yards companies in furnishing the new bedding, and, in their judgment, the Traffic Departments of the various roads should take the question up with the stock yards and endeavor to force the yards to clean the cars, when they arrange to put in new bedding. This is only fair, as the stock yards, in all cases, sell the manure from their yards and should be able to dispose of the old bedding as manure, thus giving them a revenue to help pay for the cost; and again, as the stock yards make a profit from the bedding, they certainly should be willing to take out the old bedding in order that they may get more profit in furnishing the new bedding. Until this has been accomplished by the Traffic Departments, we would recommend the following rules for the cleaning of stock and other cars:

- 1st. All stock cars delivered to connecting lines for loading with live stock shall be delivered without removing the old bedding.

2nd. Stock cars delivered to connecting lines for other than stock loading must be cleaned by the delivering line. The connecting line, in ordering stock cars, must in all cases specify if the cars are to be loaded with stock or dead freight. Delivering lines should show on the card billing whether the cars are for live stock or dead freight.

3rd. Refrigerator, box cars and coal cars delivered to connecting lines must be thoroughly cleaned by the delivering line, except that this ruling shall not apply in the cases of switched cars.

Your committee would recommend that these rules be adopted and put into force at once.

Very respectfully,

RALPH PETERS,
BRENT ARNOLD,
J. R. CAVANAGH,
Committee.

Mr. Lewis: I move that the report of the committee be received and adopted and referred to the Traffic Department for them to take the necessary action, these recommendations not to be effective, however, until report of the Cincinnati Freight Committee is received.

Seconded and carried.

Improper Loading of Foreign Cars in Homeward Direction.

Secretary: This matter was brought up at the last meeting when the special committee having charge of same submitted a report, which was ordered laid on the table until this meeting, when the same was to again be brought up for consideration.

Mr. Lewis: I move that a copy of the report submitted by the special committee at the last meeting be sent to all roads for letter ballot.

Seconded and carried.

Charging for Pintsch Gas in Passenger Equipment in Interchange.

Mr. Lawler: The Standing Committee on Joint Car Inspection would ask for further time. We have received sufficient data from the railroads to formulate report, but are holding report awaiting replies from the Wagner and Pullman Car Companies.

Mr. Houghton: I move that the Standing Committee be granted further time.

Seconded and carried.

Manner of Loading Cross-ties

Mr. Lawler: The Standing Committee on Joint Car Inspection would ask for further time in this matter.

Granted.

Weighing Grain and Hay When Transferred for Consignor or Consignee to Obtain Actual Weight of Contents.

The Secretary read the following communication:

Chesapeake and Ohio Railway Company.

Cincinnati, Ohio, December 2, 1899.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Please present the following at the next meeting of the Central Association for discussion and action:

Is it advisable for the lines at Cincinnati to light weigh and full weigh cars in addition to transferring the contents, in order to furnish Chamber of Commerce certificate of weight for benefit of shippers?

It occurs to me that, as the commodities are mostly baled hay, that the shipper has facilities for weighing each bale, and generally the cars are loaded at a warehouse; that the shipper

has facilities as accurate, if not more accurate, than those of the railroad companies, for ascertaining weights; that on account of the large amount of business now being handled by Cincinnati lines, it is a great hardship to perform so much extra service; also, that the room for at least two cars is taken up for a period of at least twenty-four hours; that freight should not be delayed by weighing, which seems unnecessary.

If all the lines will agree to discontinue the practice, it will be greatly to their benefit, and some other method of furnishing the weight should be adopted.

Yours truly,

(Signed) GEORGE W. LEWIS,

Superintendent.

Mr. Houghton: I move that this matter be referred to a Committee of three to make investigation and report back to this Association at the next meeting.

Seconded and carried.

President: As Committee I will appoint Mr. H. F. Houghton, Chairman; Mr. Brent Arnold and Mr. Ralph Peters.

On motion, meeting adjourned at 12:05 p. m.

A. GALLOWAY,

President.

O. G. FETTER,

Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis Division, held at Union Station, Monday, December 4, 1899.

Meeting was called to order at 2 o'clock p. m., by Vice-President Zion.

The following lines were represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Supt. Terminals.
L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
“ “	M. P. DENISTON.....	Trainmaster.
I. U. Ry.....	A. A. ZION	Superintendent.
P. C. C. & St. L. Ry..	J. S. MAY.....	Superintendent.
I. & V. R. R.....	*M. W. MANSFIELD...	Superintendent.
P. & E. R. R.....	(Not represented.)	
T. H. & I. R. R.....	(Not represented.)	
C. H. & D. Ry.....	(Not represented)	
I. D. & W. R. R.....	(Not represented.)	
C. I. & L. Ry.....	(Not represented.)	

*Represented by G. B. Staats.

The minutes of the previous meeting were approved.

UNFINISHED BUSINESS.

Specific Charge to Be Made for the Use of a Car in Addition to the Regular Switching Charge on Switching Business.

Chairman J. R. Cavanagh having charge of this subject not being present, Mr. Zion, member of the Committee, stated that they had a conference in relation to the communication received from the Secretary, giving the action of the Association

at the November meeting, and stated that the members of the Committee were divided as to the proposition to turn all money collected for the use of the car to, or be retained by, the road doing the switching, instead of to the owner of the car.

It was the sense of the meeting that further time be given, with view of arriving at some conclusion on which both members of the Committee would agree.

Steam Heat in Coaches.

As there were but few representatives from the Mechanical Departments present, a discussion of this question was postponed.

Closing Freight Houses—Uniform Time.

The Committee not being prepared to report, further time was granted.

New Members.

The following were elected new members of the Association: Mr. E. F. Kearney, Trainmaster I. & V. Railroad; Mr. E. M. Costin, Trainmaster P. & E. Railroad.

New Subjects.

Mr. J. S. May proposed for discussion at the next meeting, the new Train Rules as amended and adopted by the American Railway Association, at the meeting held in New York City, April 12, 1899.

It was decided on motion to bring this subject up at the January meeting with view of discussing the Train Rules, taking them up in regular order, and a special effort is to be made with a view of having a full attendance not only of Superintendents and Trainmasters, but also Chief Train Dispatchers are to be invited to be present and participate in the discussion.

This concluding the business, the meeting adjourned.

A. A. ZION,
Vice-President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station.
Wednesday, December 13, 1899.

Meeting called to order at 2:40 p. m., by President Loree.

The following lines were represented:

P. C. C. & St. L. Ry.....	MR. W. C. LOREE.
C. C. C. & St. L. Ry.....	MR. W. G. BAYLEY.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
C. A. & C. Ry.....	MR. H. W. BYERS.
“	MR. S. E. BURKE.
N. & W. Ry.....	MR. V. A. RITON.
“	MR. J. S. PIERCE.
B. & O. R. R.	MR. T. J. ENGLISH.
Hocking Valley Ry.....	MR. M. S. CONNORS.

The reading of the minutes of previous meeting was dispensed with.

Unfinished Business.

The following report was received on the resolution offered by Mr. Kimball, to amend Rule No. 7, page 48, of the printed rules, as shown in the minutes of the July meeting, which resolution was ordered referred to the Executive Committee in charge of Joint Inspection, for their consideration and report:

Columbus, Ohio, December 7, 1899.

Mr. J. D. Berry,

Sec'y C. A. R. R. O., City:

Dear Sir: Referring to your letter of November 21st, in regard to the resolution offered by Mr. Kimball, of the C. S. & H., to change Rule No. 7 of the Joint Car Inspection Rules.

A meeting of the Executive Committee on Joint Car Inspection was called for Tuesday, December 5th, but on account of there being no quorum, no action was taken on the resolution offered by Mr. Kimball.

I would say, however, that Mr. Kimball's resolution is not altogether clear. If he refers to the junction points outside the Columbus Terminals, our Committee could take no action, as it is outside of our jurisdiction, and these points should be governed entirely by the Master Car Builders' Rules. If he refers to the junction points within the Columbus Terminals and under the jurisdiction of the Joint Car Inspection, I can not see where there is any necessity for a change in the Rules.

Yours truly,

(Signed) T. F. BUTLER,

Chairman Executive Committee.

Mr. Connors: I move that the report be accepted and a copy made and forwarded to Mr. Kimball for his information, and to ask for any further suggestions that he may have to offer on the question.

Seconded by Mr. English. Motion carried.

Reports of Committees.

Kenova, W. Va., October 17, 1899.

Mr. J. D. Berry,

Sec'y C. A. R. R. O.,

Columbus, Ohio.

Dear Sir: Answering your favor of October 13th, I beg to advise you that Mr. G. H. Kimball was delegated to carry the report of this Committee to the Association.

The question, "Is it feasible and advisable to have uniform practice in the matter of transfer at junction points, as to who shall stand the cost thereof," was agreed upon that it was not advisable and feasible to have such uniform practice, and it was my understanding that Mr. Kimball had so reported to the Association.

Yours truly,

(Signed) V. A. RITON,
Chairman.

Mr. Conners: I move its acceptance.

Seconded by Mr. Riton. Carried.

New Business.

Mr. Bayley: I move that the matter of outbound carload shipments, taking less than carload rate, be submitted to the Local Freight Agents' Association for their consideration, and a report made to this Association at the next meeting.

Seconded by Mr. English. Motion carried.

Mr. Bayley: We pay the Transfer Company two cents per hundred for transferring freight to and from connections, and under the new rules we propose to give them the business to and from storehouses that has been delayed over the limit. It just occurred to me that we ought to require the Transfer Company to provide a Checkman or Tallyman for this business. We provide one now, and it seems to me that for the amount of money we are paying the Transfer Company, that they ought to participate in the expense. I would like to have the matter discussed and to hear the opinion of the members on it.

After considerable discussion, the following motion was offered by Mr. Bayley; I move that a Committee be appointed to look into the matter and report at next meeting; that Secretary take the matter up with the Local Freight Agents' Association for a report of the amount of freight transferred to connecting lines and delivered to Transfer Company for storage, and submit it to the Chairman of this Committee as soon as possible.

Seconded by Mr. English. Carried.

The Chair appointed Messrs. Bayley, Conners, Berry and English.

Bill of the Central Association, amounting to \$10.33, was ordered paid, on motion of Mr. Conners, seconded by Mr. English.

Election of Officers.

Upon motion, Mr. T. J. English was nominated and unanimously elected to the office of First Vice-President, made vacant by the resignation of Mr. J. H. Glover.

Mr. Conners: I move that the thanks of the Association be tendered to the officers for the consideration and attention shown to the affairs of the Association during the current year.

Seconded by Mr. Bayley. Carried.

Upon motion, duly seconded, meeting adjourned at 4 p. m.

W. C. LOREE,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, December 11, 1899.

Meeting was called to order by President Smith at 2 p. m.
The roll call showed the following members present :

L. S. & M. S. Ry.	A. H. SMITH	Superintendent.
Penna. Co.	W. H. POTTER	Superintendent.
T. & O. C. Ry.	T. F. WHITTELYSEY	Gen'l Supt.
H. V. Ry.	M. S. CONNERS	Gen'l Supt.
C. H. & D. Ry.	S. B. FLOETER	Superintendent.
F. & P. M. R. R.	W. D. TRUMP	Gen'l Supt.
Ann Arbor R. R.	M. D. FOHEY	Trainmaster.
T. St. L. & K. C. Ry.	J. W. SHERWOOD	Gen'l Supt.
T. St. L. & K. C. Ry.	A. W. SHEAHEN	Agent.
W. & L. E. Ry.	*F. J. STOUT	Gen'l Supt.
C. N. R. R.	W. D. STEARNS	Trainmaster.
M. C. R. R.	†D. S. SUTHERLAND	Superintendent.
Wabash R. R.	‡E. A. GOULD	Superintendent.

* Represented by Mr. W. P. SCHAUFELE.

† Represented by Mr. G. H. NEWCOMB.

‡ Represented by Mr. FRANK CLARK.

The minutes of previous meeting were approved as printed,
and the reading of same was dispensed with.

The President: The first notice on the call is "The ques-
tion of an agreement between all members to weigh all freight
in order to secure payment for actual weight carried. This
refers more particularly to (floor) freight handled through the
house."

What is your pleasure, gentlemen ?

Member: We are ready to go into this weighing practice provided the other roads will do so.

Member: Our freight is handled on the tonnage basis, and they are very particular to run it over the scales to protect their wages. If they find a piece of freight that seems underbilled, they scale it. I do not think this agreement would do us any good. They weigh a great deal of freight on their own account, and we make necessary corrections in billing.

Member: I do not think it is a thing that is necessary to be made a subject of agreement in this Association. What I would like to have is a general expression from the members present. It seems foolish to haul freight and not know how much we are hauling. But if one road undertakes to carry out the practice of weighing all shipments, and shippers find it out, it might be detrimental to that line. I am very much in favor of the plan.

Member: I might say that we have discovered a great deal of under-billing in weight, and I have no doubt it would be a money-saving arrangement.

Member: Our road will do it.

Member: It seems to me we ought to have pay for what we do, and if this under-billing exists, as it appears, we ought to take steps to correct it.

Member: I suggest that we submit the matter to the Agents and tell the Secretary to instruct them accordingly, and have the information presented at next meeting of this Association.

Member: Are we not getting into a place where we do not belong ? Is it not the duty of the Freight Department to see that the Bureau does its duty ?

Member: I differ a little on that subject. The railroads have no right to accept any freight that is under-billed; and, moreover, that is covered by the instructions existing today, and has not been carried out, and the agent will not do so unless he has instructions from somebody else. It seems that this is the place to put the rules into effect.

The question was asked as to the purpose of the Weighing and Inspection Bureau, and in answer it was stated that the Bureau is intended to cover the matter, but fails to fulfill its mission owing to a lack of facilities.

Member: The freight department has issued instructions from time immemorial, almost, that must be billed at its actual weight. It is the duty of the operating department to see that the rules are carried out.

Member: I do not believe that any operating officer here means to shirk his duty, and the thought occurs to me that if this weighing and inspection bureau is under the freight department, and that department is failing to carry out the purpose of the bureau, the weighing department has fallen into the wrong hands. It seems to me the weighing part of the bureau should be under the operating department instead of under the freight department. I do not know as to under what expense this inspection bureau is conducted.

Member: The weighing and inspection bureau is a great expense.

It was suggested that the matter be taken up with Mr. P. R. Rainer, Chief Inspector.

Member: I believe the General Managers of our respective lines will have additional respect for the operating department if we will show to them by actual statement just what they are losing, and I would favor a resolution to make a trial at weighing for ten days and see what the difference is. I think we will so thoroughly convince the managers that the inspection bureau will be overhauled. The Bureau admit they can not cover the work, and where you can make \$4,000 to \$5,000 extra on a road like ours, outside of the extra cost for additional help and scales, and I think all will find the same thing (in fact, we have a gentleman here today who has tried it) I think we ought to have a thorough test made of this.

Member: I would suggest that the Secretary be authorized to weigh, before the next meeting, at each freight house for two consecutive days, without the knowledge of that road,

and send a force of clerks down and find out what the situation is, and he notify the superintendents that the agent is to be inspected on such days to find out whether the rules are being carried out.

Would not that be a solution of it ?

Member: I move that each road, member of this Association, give this weighing of all freight a trial for ten consecutive days during the month of December.

Seconded.

On call for ayes and nays, motion unanimously carried.

Member: I suggest that the Secretary of this Association be instructed to keep a record of dates on which this inspection is made, and see that every line acknowledges receipt of these instructions, or this resolution, and agrees on what dates to put it in effect. Or, possibly same dates will be applied on all lines.

It was decided to commence the weighing Wednesday morning, December 13th, and continue, ending with Saturday, December, 23d.

Member: I would like to ask if you intend to set billing up in cases where shipments are found underbilled ?

It was stated that it was the intention to correct billing according to actual weights.

Question of Requiring Shipping Bills With First Load.

Secretary: I have here a communication from the agents, who passed a resolution at meeting held October 3d to the effect that they would require shipping instructions to accompany first load, which practice was carried out very thoroughly with the exception of the W. & L. E. The Secretary quoted from proceedings of Agents' Meeting, held November 10, 1899, as follows :

" The Secretary called attention to the action of the W. & L. E. R. R., in accepting clover seed without requiring shipping bill with first load, as per agreement of local agents, ended into October 3, 1899, and explained that Mr. Hughes

took the position that a telephonic communication from shipper covered the requirements. It was the opinion of the majority that the intent of the ruling was that bona fide shipping instructions should accompany first load, and the intent should be followed.

"Moved, that the question of agreement be submitted to the Central Association of Railroad Officers for approval.

"Seconded and carried."

Inasmuch as it was not a ruling of the Central Association of Railroad Officers, the agents did not know whether it would hold.

Agent: The great trouble was this: They sent the clover seed down to our road first, and I refused to take it without shipping bill. They then took it to the W. & L. E., and on a telephonic message from the shipper, the Wheeling took it in, and I think they have continued that practice ever since.

It was suggested that the matter be taken up with the W. & L. E., and referred to them by this Association through the Secretary.

Mr. Trump: I move that the ruling of the Agents on the question of requiring shipping bills with first load be endorsed by this Association, and that the Association be instructed to take the matter up with the Wheeling & Lake Erie Railroad with a view to securing their cooperation.

Seconded and carried.

Secretary: That is all the business under the head of the Central Association, with the exception that the next meeting will be the Annual Meeting, at which the election of officers takes place, and I suggest that a Committee be appointed to get these new rules in final shape for the printer. They have been changed several times, and everything has been covered, and they are now ready to be put in proper form.

Mr. Whittelsey: I move that the Secretary be authorized to compile the rules for final passage at the next meeting.

Seconded and carried.

On motion, adjourned.

Car Service.

Mr. W. H. Potter, Chairman.

Delay to Cars With Anthracite Coal.

Attention was called to the fact that anthracite coal was being stored on one of the roads, and the question as to whether car service rules were being enforced on such cars was asked.

The Manager stated that anthracite coal was being stored, and that car service was being properly assessed and the road in question reported it collected. He also explained that he had called the attention of the proper official to the delay to the cars.

The representative of the road in question stated that on receipt of information from the Manager that cars with hard coal were being stored on their tracks, they at earliest practical date took measures to prevent the further delay to equipment under load with this coal.

National Milling Company.

The Manager stated that, commencing with the last week in November, the National Milling Company started to load cars with flour for which no billing instructions had been furnished.

In the discussion which followed it was stated that this industry had orders placed for certain cars which the roads were unable to furnish, and it was likely the flour in question was held for some like cause. The members took the position that the failure of a road to promptly furnish empty cars would not be considered a sufficient reason for the Milling Company loading up other cars and using same as storehouses.

Mr. Schaufele was asked what the situation at the National Milling Company was, and in reply stated that up to within a week or ten days everything was working nicely, and that he was at Toledo as much to look after that matter as anything else, and hoped to straighten it out.

Republic Iron & Steel Company.

The report of the special committee appointed to investigate the outstanding bills against the Republic Iron & Steel Co. was adopted.

It was explained that, commencing December 11, such arrangements had been made as it was believed would do away with any further disputes with regard to handling this company's business.

Free Time on Ice.

On motion, ice was placed on same basis as coal and coke.

The question of remitting car service collections to the manager, etc., was on motion laid on the table.

Mr. Whittlesey: I would like an expression from the Secretary as to how car service is working in this Association generally, outside of the two items brought before the meeting.

Secretary: I am free to say that during my connection with the Association I have never received the support I have had the past year, and car service has never worked so favorably as during the past year.

I have had no trouble at all in securing a compliance with the rules, and the delay to cars on the different roads has reduced wonderfully. There is no team track today that is lumbered up with any cars over two days old. The roads are living up to car service, and records show better than ever.

On motion, adjourned.

A. H. SMITH,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, December 12, 1899.

Meeting convened at 10:20 a. m. President Nichols in the
chair.

PRESENT:

P. & P. U. Ry.....F. L. TOMPKINS.....Gen'l Supt.
T. P. & W. Ry.E. N. ARMSTRONGGen'l Supt.
C. R. I. & P. Ry.....C. L. NICHOLSSuperintendent.
“W. S. TINSMANTrainmaster.
Vandalia Line.....F. L. CAMPBELL.....Trainmaster.
C. B. & Q. R. R.....W. B. THROOP.....Superintendent.
C. C. C. & St. L. Ry..C. A. PAQUETTE.....Superintendent.
L. E. & W. R. R.....H. F. BICKELL.....Asst. Gen. Supt.
R. I. & P. Ry.....*H. P. GREENOUGH.....Superintendent.

* Represented by C. L. Nichols.

HONORARY MEMBER: J. C. Dailey, Supt. Ill. Central R. R.

VISITORS: G. A. Smith, Gen. Agent, P. D. & E. Ry.;
C. L. Short, Trainmaster, A. T. & S. F.; L. Page, Gen. Agent,
C. B. & Q. R. R.

Chairman: The minutes of the last meeting will be ap-
proved as printed, unless there is objection.

Chairman: Our first matter is “Shall trains be held for
whiskey shipments?”

Mr. Smith: I think it would be agreeable to us not to hold for whiskey shipments, but think that it ought to be unanimous, and that the Vandalia should come in.

Mr. Campbell: Mr. McKeen said he was willing if all the roads agreed; but as the "Q" don't want to come in, he then thought best to refer the matter to the traffic department, and has not as yet had a reply from them.

Mr. Throop: We only have one merchandise train, and if we miss anything for that train, it must wait twenty-four hours. Other roads have three or four trains. I don't see why our position should cause the rest of you to hesitate. We are not competitors of the Vandalia in any sense.

Chairman: As a matter of fact, the principal shipments of this character are east bound anyway. Speaking for the C. R. I. & P., we have hard work to get Chicago business there on time, as it is, and insist on our trains going out on time.

Mr. Throop: I was pushing our people only this morning on this matter. We want to get our trains out on time.

Mr. Campbell: Mr. McKeen is personally not in favor of holding trains, but, as one line would not agree, he thought the traffic department's wishes should be consulted.

Chairman: The question has been "agreeing not to hold our trains and leaving the 'Q' out of the question entirely."

Secretary: I have replies from the C. P. & St. L., L. E. & W. and Big Four, all in favor of going ahead with the agreement regardless of the "Q." The R. I. & P. think the agreement should be unanimous.

Chairman: I see no other way but to lay the matter over until the next meeting, unless the roads here want to vote on it.

Mr. Tompkins: The Iowa Central's train leaves at 9:30, and they would have no occasion to hold.

Mr. Campbell: I feel satisfied if the matter is held over until the next meeting, the Vandalia will get in line.

Mr. Armstrong: I move the matter go over to the next meeting.

Seconded and carried.

Mr. Smith: I understand the agent of the P. & P. U. has arranged with Manager Casey of the Distilleries to get orders for cars wanted the night before, thus enabling the P. & P. U. to place the cars during the night, and this arrangement will avoid some of the delays heretofore complained of, and will enable the distilleries to get their shipments loaded earlier. I understand this arrangement has been in effect for a week, and has worked satisfactorily.

Chairman: Our next question is "What constitutes the delivery of a car going from one road to another at Peoria?"

Mr. Armstrong: The P. & P. U. executive committee are to hold another board meeting here next Tuesday.

Mr. Bickell: The understanding was each road represented on that committee was to refer the matter to his representative thereon, and so far as our representative is concerned, he says the matter will be brought before the committee, and will be settled one way or the other. We will then hear from that committee. Since that is the case, I move we postpone this matter until the next meeting.

Seconded and carried.

Chairman: Our third is "What rules are essential regarding the use of engine and valve oils?"

Mr. Armstrong: Are not the Master Mechanics in another meeting near here?

Secretary: They have adjourned.

Mr. Armstrong: This is a mechanical matter and should be discussed by mechanical men. How would it do to refer Mr. Starbuck's letter to them, and invite them here to discuss it at a subsequent meeting?

Mr. Bickell: I move that the matter be referred to the President of the Master Mechanics' Association with the request that a copy be sent each of his members, and that we invite them to attend our next meeting to discuss the matter for our benefit.

Seconded and unanimously carried.

Mr. Bickell: This motion need not debar any member from discussing the question.

Mr. Campbell: I will hold over what I have until the next meeting.

Chairman: The next thing on the call is election of officers.

Mr. Throop: I think the old officers should hold over.

Chairman: That would hardly be in order. I will appoint Mr. Campbell teller, and ask that you vote for whom you choose for officers.

Secretary: The result of the balloting is the election of Mr. C. L. Nichols, President, Mr. B. McKeen, Vice-President, and Mr. A. J. Elliott, Secretary.

Mr. Nichols: I thank you, gentlemen, for the compliment shown, and will try and get here oftener. I really think the office should have gone to the person who has made the best record in attendance heretofore, but will do the best I can, and endeavor to be here more regularly.

Chairman: What is your further pleasure?

Mr. Throop: It seems to me that we wander around in a listless way regarding questions for discussion. This question just up of the use of oils is a mechanical question, and not properly a question to come before this body. I think that we ought to do something to confine ourselves to subjects in which we are most interested.

Chairman: I have the same idea on this as Mr. Throop has expressed. When this Association was organized the question came up as to its purpose and the proper officials to include as members, and it was decided that the organization exist as a transportation organization, and we had considerable discussion when we adopted our rules of order.

Mr. Throop: I think the committee on subjects for discussion should proceed upon some systematic grounds, and not accidentally have questions brought up. I have not seen any reason for certain questions that have been brought up here. The questions we are interested in are operating questions.

Mr. Bickell: At Indianapolis we have decided to take up

the new rules of the American Railway Association for discussion, and start in at the first and go right through whether it takes one meeting or many. That is something that is interesting to every transportation man, and I believe nothing better could be found for discussion in our meetings here.

Chairman: It would surely be of interest to me just now, as we are not exactly having an examination of our men, but are taking up the rules to see how the men understand them and to put them straight.

Mr. Bickell: Have you adopted the American Railway Association rules?

Chairman: Our rules are based upon the American Association rules, but are changed somewhat. Our rules were printed two or three years ago.

I believe the same as Mr. Throop. There have been times when questions were up for discussion that I felt I could spend my time to better advantage than to come here, and I believe operating questions should engage our attention.

Mr. Throop: I think the President should rule what questions should come up.

Mr. Armstrong: We might take the train rules and discuss them as Mr. Bickell suggests.

Mr. Throop: I think that would be profitable.

Mr. Bickell: I move that the train rules adopted by the American Association be the subject for discussion by this Association until completed; the discussion to begin at our next meeting and that a copy of this resolution be sent to each member without waiting for the printed proceedings.

Seconded and carried.

Chairman: Do you desire to take any action on the line that Mr. Throop suggests as to subjects?

Mr. Throop: I think it is profitable at these meetings for discussions to take place upon questions in which we are vitally interested, and that we should come here and compare notes with the different lines we connect with.

Chairman: That is my idea, and I think it proper to appoint the committee on subjects for discussion now.

Mr. Armstrong: I move the President be requested to reappoint the present committee on subjects for discussion and that the committee be instructed to advise the Secretary what subjects will be considered at each meeting, and that if any subject is suggested to the Secretary by others that they be referred to this committee before being placed upon the call.

Seconded and carried.

Chairman: I will therefore reappoint Messrs. McKeen, Throop and Tompkins as such Committee.

Adjourned at 11:45 a. m.

C. L. NICHOLS,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, December 8, 1899.

Meeting called to order at 11:25 a. m., with President
Perkins in the Chair.

The representation was as follows:

C. C. C. & St. L. Ry. .MR. W. M. DUANE.....Supt.
 " MR. J. W. COWPERE. M. of W.
C. & A. R. R.Not represented.
C. B. & Q. R. R.MR. L. W. BERRYSupt.
B. & O. S-W. Ry.MR. L. C. FRITCHSupt.
 " MR. I. L. BURLINGAME..Trainmaster.
Ill. Central R.R.Not represented.
L. E. & St. L. R. R..MR. W. K. MORLEYSupt.
L. & N. R. R.MR. A. T. PERKINS.
Mo. Pac. Ry.Not represented.
M. K. & T. Ry.MR. E. M. COLLINS.....Supt. Car Ser.
M. & O. R. R.Not represented.
St. L. C. & St. P., and
 C. P. & St. L. R. R.MR. D. C. FREDERICK...Car Ser. Agt.
St. L. K. C. & C. R. R.MR. F. X. ROEDERER.
St. L. K. & N-W. R. R..MR. A. T. PERKINS.....Supt. of Ter.
St. L. & S. F. Ry....MR. J. H. MACE.....Supt. Term.

St. L. Transfer Co. . . . MR. A. T. PERKINS.
Term. R. R. Ass'n. . . . MR. F. X. RÖEDERER . . . Agent.
T. St. L. K. & K. C. Ry Not represented.
T. H. & I. R. R. Not represented.
Wabash R. R. MR. A. ROBERTSON Supt.
Wiggins Ferry Co. . . . MR. G. L. SANDS Manager.
National Stock Yards . Not represented.

VISITOR: Mr. W. M. Prall, Manager Car Service Ass'n.

President: The minutes of the last meeting were sent out promptly and have been in the hands of members for some time. If there are no objections, they will be filed as approved.

Under the head of unfinished business we have a subject which has been up in the Association for a year or more; that of uniform schedule for transferring carload freight. You will remember that a committee of this Association, after a good deal of work, formulated a schedule, in submitting which the committee stated to the Association the schedule probably would not be accepted by all lines; the committee further stated that, in its opinion, no schedule could at that time be formulated which would be adopted on account of the different conditions existing among the various lines at St. Louis and East St. Louis. That report was accepted and filed, but the Association was not disposed to adopt that part of the report which provided for simply treating the schedule as an ideal one towards which to work, and instructed that the subject be taken up by the local freight agents, and another attempt made to get a schedule which all lines might agree to.

The Local Freight Agents' Association, after working on the matter some six months, has reported to us a schedule which, the agents think, is a good one; but which, they also state, could not be agreed to by all members in all respects. That schedule was printed in the October proceedings. Those proceedings were not sent out until the day before the November meeting, and at that meeting it was voted to postpone final action until December. Your committee on this subject origi-

nally consisted of Messrs. Barnard, McCourt and myself; the matter having been brought up by Mr. Barnard who found his road was having difficulty owing to considerable difference in the rates paid at East St. Louis and its consequent effect on the labor market at the different yards. The committee talked with representatives of most of the roads interested, and for my part I can not see much chance of different action from that outlined in the report of the committee which was presented some six months or more ago.

Mr. Collins: Do I understand the committee appointed by this Association are now supporting the schedule furnished by that committee or substituting the one from the Agents' Association?

President: I can not speak for the original committee as a whole; but the schedule presented by the Local Freight Agents' Association is evidently based to a considerable extent on the schedule compiled by the committee from this Association. The schedule is got up in the same form—on a tonnage basis—and in a great many cases the rates prescribed are the same. The number of articles covered by the schedule has been largely increased. In some cases the rates have been increased and in a few cases lowered. Speaking individually, I should say that the schedule now offered is a satisfactory substitute for the one originally offered by our committee. The Local Freight Agents' Association have had the benefit of the statistics and work that our committee originally did, and they have given the matter a good deal of further investigation. Speaking for the road which I represent, I should say that while we could accept the greater part of the schedule, there are some cases where we could not; and my opinion is that no schedule could be got out which all roads would accept as a whole. I think all roads could work on this schedule in a general way, but there are local conditions which would make it impossible for them to accept the schedule in all details.

NOTE.—A full discussion of the case was here had. Mr. Collins making a motion that the report of the committee be

accepted, giving as his reason why such action should be taken that no schedule could be made which would apply in all cases. He called attention to the fact that its adoption by the Association would not be binding on the several roads and that such a schedule would be recommendatory, towards which all lines could lean so far as possible with the idea of bringing about uniformity. There was no second to his motion.

Mr. Fritch believed such items in the schedule as were not agreed to by all lines should be eliminated, and a report be submitted which would be satisfactory to all concerned.

Mr. Collins, in answer to the point raised, stated that one road would object to one thing, another road would object to something else, until finally there would be nothing of the report left.

Mr. Fritch regretted such a state of affairs, and believed, unless uniformity could be had, the report would not amount to very much.

Mr. Duane thought it would be inconsistent for the Association to adopt a uniform schedule owing to the fact that the law of supply and demand on such a matter would govern at both St. Louis and East St. Louis as well as elsewhere. He favored receiving the report as information, the members to be supplied with a copy of same and instructed to regulate as much as possible the cost of transferring by the prices appearing in the report. By such action no arbitrary price would be established. He believed that if one road could transfer grain a few mills per bushel cheaper than his neighbor such privilege should be conceded.

The President stated that such a policy was in line with the original recommendation.

Mr. Duane: I move that the report of the committee be received as information and treated by each line as it sees fit.

Mr. Robertson: Second the motion.

Further discussion ensued, Mr. Fritch taking the stand that, after so much labor had been expended on the schedule, some positive benefit should be had. Mr. Collins again called atten-

tion to the fact that such action as the Association might take would not be binding and could not be. The object to be gained was in setting up a standard toward which all could work to be used as a guide.

Mr. Sands agreed with Mr. Fritch that it would be a good thing if a schedule were made which might be lived up to by all, but no such condition could be hoped for. He did not believe conditions applied to all roads the same. What might be an economy to one road would be expensive and unjust to another owing to the very great difference in conditions. He favored the resolution offered by Mr. Duane as the best thing to be done under the circumstances.

President: If there are no further remarks on the motion those in favor of its adoption will please say "Aye."

Motion carried.

President: We have communication from Mr. Mace asking as to the date on which resolution about placarding cars became effective. The understanding in this Association is that the resolution not carrying any special date would take effect immediately on the publishing of the proceedings.

I should like to bring up one other subject, and that is the making some effort to resurrect bill introduced in Missouri Legislature making the stealing of journal bearings, etc., a felony and providing penalty therefor; and also, if that can be done, to add to that bill a provision making it a misdemeanor for any person to have in his possession railroad brasses which he can not satisfactorily account for. This matter is of great importance to all lines. A great many brasses are stolen at St. Louis and East St. Louis, and brasses are frequently found in the possession of persons who have undoubtedly stolen them, but in practically every case it is impossible to get a conviction for stealing on account of the difficulty of identifying the ownership of the brasses. Except in the rare cases where thieves are caught in the act of removing brasses from cars, about the only sentence that can be obtained against them is for collecting junk without a license, which amounts to practically nothing.

In the absence of the Vice-President, I will ask the Secretary to take the Chair while I offer a motion.

(Secretary assumes Chair while motion is offered).

Mr. Perkins: I move that it is the sense of this Association that House Bill 591, quoted below, making the stealing of journal bearings, etc., a felony, should be taken up by the Missouri Legislature and passed on at the earliest possible time, with an addition to that bill that a person having in his possession railroad brasses without being able satisfactorily to account therefor shall be guilty of misdemeanor; and that a copy of this resolution be sent to the General Managers of Railroads belonging to this Association, with request that each one take such action as he can to secure the above object.

"CRIMES AND PUNISHMENTS—STEALING JOURNAL BEARINGS, ETC.

An Act to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars.

Section 1. The stealing of journal bearings, etc., a felony—penalty.

Be it enacted by the General Assembly of the State of Missouri, as follows:

(Section 1). That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars, or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car, owned, leased or used by any railroad or transportation company in this state, shall be subject to punishment by imprisonment in the penitentiary not less than two or more than five years."

Mr. Berry: Second the motion.

Mr. Sands: It occurs to me that if it is possible to get a satisfactory bill on our books covering brasses, we also should cover other apparatus of railroad equipment, such as triple valves, links, etc. We find in our business that there is con-

siderable loss by stealing of such other articles as I mention. There is no question about the importance of such a law as you speak of. I do not think it should be confined to the State of Missouri, and for that reason I believe it should be action taken by the Central Association and not the St. Louis Division. It is not a question alone of stealing brasses; it does not end there. Before we find the loss of brasses the journal has been damaged.

President: I should be very glad to accept the amendment to make it read "brasses and other parts of railroad equipment," and also to add that a recommendation of a similar bill be introduced in the Illinois Legislature.

Mr. Berry: I will be glad to accept the amendment.

President: Those in favor will please say "aye."

It is a vote.

Mr. Frederick: I would like to ask if this Association has gone on record in regard to commodities that are or are not transferable?

President: Not to my knowledge.

President: It is a question that is continually coming up. What are transferable commodities and what are not, and I think it would be a good idea to have a committee on that, to get up a schedule.

President: That same matter is now being taken up in the Kansas City Division.

Mr. Frederick: I make a motion that the Chair appoint a committee to draft a schedule showing all commodities that are not transferable.

Mr. Collins: I second the motion.

Motion carried. Committee—Mr. D. C. Frederick, Mr. W. S. McChesney, Mr. C. B. Adams.

President: If there is no new business, the election of officers for the coming year is next in order. The officers of this Association consist of a President, Vice-President and Secretary, and the By-Laws provide that they be elected by ballot. Nominations for President are now in order.

Mr. Fritch: I nominate for President, Mr. G. L. Sands.

Mr. Sands: Mr. President, if precedents will allow, I will nominate the present officers to serve for the coming year. We have gotten better results in the past year than for many previous, and I believe that when we have a good thing we had better hold on to it.

Mr. Frederick: I second Mr. Sands' motion.

President: While much flattered by Mr. Sands' remarks, I feel that the precedent—not to reelect our President, should have consideration. I want to serve this Association in all ways I can, no matter whether I am an officer or not, and I certainly shall try not to shirk my share of the work, if relieved of the responsibilities of the Presidency. While I would rather hear some other method of disposing of the matter, the motion made by Mr. Sands would have to be put in the form of a resolution that the Secretary cast the ballot for the present officers in order to comply with the By-Laws.

Mr. Sands: I would like to amend my resolution, and offer the following:

"I move that the Secretary be authorized to cast a ballot of the Association for the present officers for the ensuing year."

Mr. Frederick: I accept the amendment.

President: It is moved and seconded that the Secretary cast the ballot of the Association for the present officers to serve for the ensuing year.

Secretary casts vote for A. T. Perkins, President; Edward Dunlop, Vice-President; F. E. Anderson, Secretary.

President: I heartily thank you for the compliment paid me, and I shall try to have the interest of the Association maintained, and, if I can figure out any way, increased. I accept the position, however, only with the proviso that the members attend the future meetings of the Association as well as this one. There have been times the past year when the attendance was rather light. I believe the Association can be made of considerable value if all will attend and take part in the discussions.

A. T. PERKINS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., December 13, 1899.

The meeting was called to order at 2:30 p. m. by President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	MR. W. H. STARR.....	Supt.
“ “	MR. M. SHEEHAN.....	Trainmaster.
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Trainmaster.
“ “	MR. F. W. SEGUR.....	Agent.
H. & St. J. R. R.....	MR. E. G. FISH.....	Asst. Supt.
“ “	MR. J. P. CUMMINGS....	Agent.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL...	Supt.
“ “	MR. E. F. EDGECOMB...	Agent.
C. M. & St. P. R. R. ...	MR. D. W. RIDER.	
M. K. & T. Ry.....	MR. L. W. WELCH.....	Supt.
C. G. W. Ry.....	MR. E. S. HITCHINS....	Agent.
St. L. & S. F. R. R.....	MR. A. O'HARA.....	Supt.
K. C. St. J. & C. B. R. R.	MR. E. G. FISH.....	Asst. Supt.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	MR. A. T. PALMER.....	Asst. Supt.

Wabash R. R.....MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. R. P. ISITTAgent.
K. C. P. & G. R. R.....MR. E. PHENNEGER.....Agent.
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
K. C. Sub. Belt R. R...MR. F. B. PARKER.....Gen. Supt.
Union Depot Co.....(Not represented.)

VISITOR: Mr. E. E. Mote, Manager Missouri Valley Car Service Association.

President: We seem to have a quorum. If there are no objections, the minutes of the last meeting will stand approved as printed.

Secretary: I wish to offer a correction in the list of those in attendance at the last meeting. Mr. F. A. McArthur, of the K. C. F. S. & M., is shown as "McCarthy."

Unfinished Business.

Secretary: There is no unfinished business.

Correspondence.

The following letter was read:

Kansas City Convention Bureau.

Kansas City, Mo., December 1, 1899.

Mr. B. H. Garrigues,

Sec'y Central Ass'n R. R. Officers, City.

Dear Sir: For several months the question of establishing a Bureau for the purpose of intelligently and insistentlly laboring to secure the holding of International, National, Interstate and State Conventions in our city has been informally discussed by many of our public spirited citizens, with the result that a number of the business organizations of the city appointed committees of three which met in joint session Friday, November 24.

At this meeting the question was fully discussed, disclosing, that the unanimous conviction of those present was that a Con-

vention Bureau would be of great value to the city and all of its interests.

A special committee was appointed and empowered to prepare a plan of organization. At a meeting of this special committee November 27, it was decided to request the presiding officer of each organization in the city, business, political, technical, religious, secret societies, etc., to appoint three members from his body to represent it at a joint meeting of the representatives of all of the organizations to be held Saturday, December 9—these representatives to constitute for one year the Convention Bureau General Committee. At the meeting December 9, of this committee thus composed, a draft of constitution and by-laws will be presented for adoption, and a board or executive committee will be elected from the members of the general committee present.

I am therefore, as secretary pro tem., instructed to request you to appoint from your organization three representatives to meet with the representatives from all the other bodies and become members of this Convention Bureau General Committee. In the appointment the special committee desires: First, that you ascertain whether the appointees will serve, and, second, that they be representative and active members of your body, who will take an interest in the work.

Permit us to request you to advise us on enclosed postal, at your earliest opportunity, of the names of the representatives from your body, in ample time for us to notify them of the place of the general meeting December 9.

Yours truly,
(Signed) W. C. WINSBOROUGH,
Secretary pro tem.

President: On receipt of this communication requesting him to appoint three members of this Association as a committee to represent it at that meeting, the Secretary wrote Mr. Rider, Mr. Fish and Mr. C. E. Carson, appointing them as such

committee. Mr. Rider, as chairman of the committee, will doubtless be able to tell what transpired.

Mr. Rider: I will say this committee was not regularly appointed, except subject to the approval of the Association. We attended the meeting and they organized a Bureau by electing Mr. W. S. Dickey as President, and Mr. H. H. Allen as Secretary, and adjourned subject to the call of the President, and at the next meeting a regular organization will be effected, that is, by-laws will be adopted and the Bureau will be incorporated.

If not out of order, I move that the Association proceed to nominate and elect three members to represent it in the Convention Bureau. The purpose of the Bureau has already been explained, and I think those who were there believe it is to our interest to be represented.

The motion was seconded and carried.

President: Nominations are now in order.

Mr. Mitchell: I move that the committee be composed of Messrs. Rider, Fish and Carson.

Seconded.

Mr. Rider: I offer an amendment to the motion, that the committee be composed of Mr. Mitchell, Mr. Parker and Mr. Starr of the Santa Fe.

Amendment seconded.

President: We will vote on the amendment. Lost. We will now vote on the original motion. Carried.

President: I will say that I have received from Mr. W. P. Trickett, Commissioner of the Transportation Bureau, a letter regarding the grain door question, copies of which I transmitted to all the members of this Association and which I suppose have been received. It might be well, however, for the Secretary to read Mr. Trickett's letter and the accompanying petition of the grain men.

The Secretary read as follows:

Kansas City Transportation Bureau.

Kansas City, Mo., November 28, 1899.

Mr. C. E. Carson,

President Local Ass'n of R. R. Superintendents,
City.

Dear Sir: I hand you herewith petition signed by owners and operators of grain elevators at Kansas City, praying for relief in the matter of furnishing grain doors.

Every member of the Board of Trade would very much prefer that the railroad companies furnish their own grain doors, as it is not possible for an individual to supply same at as nominal cost as you are able to do. You will admit the increase in price of material as explained in the petition, and under such circumstances we feel there should be no opposition in granting additional allowance as requested, or arrangements made by the railroad companies to furnish their own doors.

Kindly arrange for consideration of the subject at the first meeting of your Association and advise when same will be held, also if it is desirable to have a committee from the Board of Trade present. Prompt action in the matter will be appreciated.

Yours very truly,

(Signed) W. P. TRICKETT,
Commissioner.

Kansas City, Mo., November 23, 1899.

To the Railroads at Kansas City, Missouri.

Gentlemen: In consideration of the present cost of lumber it is utterly impossible for us to continue coopering your cars at 25 cents per car door. The lumber itself is costing us 45 cents per door, with no allowance made for the extra height which we have to build on doors, nor for the lumber which we have to use on the end doors, nor for the labor and nails that we put upon the car.

The actual cost to us for every door that we put into your cars, when we count the labor, nails and lumber, is 60 cents per door.

You require us to load every car to its maximum capacity, and most of you demand that we load ten percent above the marked capacity. This necessitates at least 24 feet of lumber on each door above the requisite size of the regular car door now in use.

Please take this up immediately, as we must have at least cost for our lumber and work, and we would much prefer that you cooper your cars before sending to the elevators.

Very truly yours,

MOORE GRAIN & ELEVATOR CO.,
NATIONAL ELEVATOR CO.,
CHAS. F. ORTHWEIN'S SONS,
T. H. EVANS,

Mgr. Sante Fe Elevator,
MIDLAND ELEVATOR CO.,
BRINKMAN, RINERTSON CO.,
JOHNSON-BRINKMAN COM. CO.,
ROCK ISLAND ELEVATOR,
HALL & ROBINSON,
CRESCENT ELEVATOR CO.,
J. K. DAVIDSON & CO.,
M. H. MCNEILL,

Mgr. Maple Leaf Elevator,
THE MEMPHIS ELEVATOR CO.,
GEO. A. ADAMS GRAIN CO.,
HARROUN COMMISSION CO.,
NELSON GRAIN CO.,
ARGENTINE ELEVATOR CO.

President: I wrote Mr. Trickett, acknowledging receipt of his communication and advising him that the matter would be presented at this meeting, and that, so far as I knew, there was no objection to a committee from the Board of Trade being here today, but that we would probably not be able to reach this subject before three o'clock. It is now nearing that hour. Shall we discuss the matter before the committee presents itself?

Mr. J. W. Starr: I move that the matter be made open for discussion before the admittance of the committee from the grain dealers' association.

Seconded and carried.

Mr. Mitchell: I instructed our agent at Kansas City to observe the cars placed at the different elevators on our tracks to determine the number of cars placed at elevators that were equipped with grain doors. The result showed that about 70 percent of the cars placed during the time the check was kept were equipped with grain doors. I am unable as yet to say whether the elevators charged for grain doors in all these cars.

Mr. J. W. Starr: Last year we undertook to furnish grain doors for our cars going to elevators on the Suburban Belt, and I think we succeeded in getting about 10 percent of the doors to the elevators; the balance are being used for coal houses and other purposes along the route. We therefore decided that we would not put grain doors in empty cars, but let the elevators furnish them and bill against us for two side doors to each car; no end doors.

In the matter of loaded cars set to the elevators, they at first removed them, and if they loaded the cars out they billed against us for two side doors. We finally succeeded in getting them to leave one door in, the other one being demolished in getting the car unloaded, so that we now get back about 70 percent of the cars with one door in them. Our company, I am sure, will not be willing to exceed the present rate of payment.

Mr. Hitchins: I am in a position to give you some information that probably none of the other members can obtain. I checked up the books of the Maple Leaf Elevator and found out how they stood on the question. I think they take out both doors of a car after unloading and keep them to use for reopering. I counted up 1,570 cars that they had loaded out, for which they made bills against the different railroads for 2,240 doors. They only billed for doors actually put in, which you will see is considerably less than two doors per car. They

billed against the railroads for \$560.00 for these 1,570 cars. In addition to the lumber they used taken from cars unloaded, they bought thirty thousand feet of lumber which cost them \$300.00, being \$10.00 per thousand. I understand they have to pay about \$20.00 per thousand for the same lumber now. They tell me that it takes about thirty feet of lumber for each car, and the labor costs about ten cents.

I thought probably these figures would be of interest. I know that they are correct.

President: It would seem that for 1500 cars they only furnished 2240 doors.

Mr. Hitchins: Some of the cars had grain doors in them.

Mr. J. W. Starr: We go on the basis that one grain door in each side door will enable them to load the car to its marked capacity. We don't insist upon their placing ten percent additional in the car.

President: Do any of the lines insist that cars shall be loaded in excess of their capacity? I haven't heard of such a request and I don't believe that it is a fact. It is my understanding that an ordinary grain door will hold up to the carrying capacity of the car, unless the car is loaded with oats. I don't see why we should pay for special coopering of cars for some commodity that leaks easily. In loading flax, a great deal of muslin and other material is used to fix the car up, but the railroads are not asked to pay for that.

Mr. Hitchins: I believe the grain men could force you to furnish a suitable car or pay for any loss that might occur.

Mr. Welch: It is my understanding that if we could get a check on these bills, there would be no objection to paying the elevator men what they are actually out, but we have always believed that they "fudge" us on this graindoor business.

President: It has never been considered that 25 cents would pay the cost of a door, but on the strength of the elevators getting the lumber in the doors, which they receive in loaded cars, we have thought that it would offset the additional expense of the doors.

Mr. Mitchell: I agree with Mr. Welch that if there was any way to ascertain absolutely how many doors the elevators actually furnish at their own expense, it would be fair on the part of the railroad companies to pay them the full cost, but we have discussed that question time and again for years, and have always agreed that it was impracticable.

(At this point the committee was admitted, consisting of Mr. W. P. Trickett, Commissioner, Kansas City Transportation Bureau, and Messrs. Bradenbaugh, McKenzie, Orthwein, Bookwalter and Adams of the Grain Dealers' Association.)

President: I will say that we have had some discussion on this question, and the Association is now ready to hear anything the committee may have to present in addition to the petition which has been received.

Mr. Trickett: The position of the grain men is pretty clearly stated in their petition, but if there is any additional information desired these gentlemen are here for the purpose of furnishing it. It is possible they may wish to make some further statement.

Mr. Bradenbaugh: I don't know that there is very much more to say. The facts are that we receive 25 cents for each door we put in your cars, while it is costing us 75 cents per door to put them in. You can readily see that this difference is not just and that we should be paid upon the basis of the actual cost to us. The lumber itself, when you figure the increased size and increased strength necessary, costs us 50 cents per door, besides the labor and nails. When we load cars ten percent above the marked capacity, we have got to put an additional board over each door or about 12 feet of lumber, and then the extra boards and labor used in patching, and boards used for end doors, and you can see that it is costing us \$1.50 per car where we are getting 50 cents. This is no exaggeration but plain facts. The very least figure at which cars can be coopered and grain doors put in, so they will carry the amount of grain the railroads demand us to load, is \$1.50 for each car, counting labor, nails and lumber.

Now, we either want to be paid the actual cost of this work, or we want you to do it yourselves. We would, ten to one, prefer that you do it yourselves; we would, ten to one, prefer that you cooper every car and say to us, "Now, that car is in condition to load, and we are responsible when it is loaded." We want to get out of it. We don't want this labor, and we don't want this expense. There isn't another market in the United States where the railroads don't have the cars thoroughly coopered before the elevators will touch them.

Mr. Edgecomb: How many feet of lumber do you use for each door?

Mr. Bradenbaugh: By actual measurement it takes 30 feet for each door, and when we load a car to 66,000 pounds it takes one foot more rise, or 12 feet more for each car.

Mr. Welch: Why do you load them to 66,000 pounds?

Mr. Bradenbaugh: Why? Because we are ordered to do it by the railroad companies. They want us to load all the cars will haul without breaking down.

President: I understood you to say, Mr. Bradenbaugh, that it costs you 75 cents for each door. Has the price risen since your petition dated November 23, wherein you say it costs 60 cents?

Mr. Bradenbaugh: We didn't mean that. The cost of the lumber itself is 51 cents. That is what it is costing us today, with lumber at \$17.00 a thousand.

President: What about the cars which go to the elevators loaded and the doors which are taken out and used on cars loaded at the elevators?

Mr. Bradenbaugh: Some of the railroads have made special request, and, in fact, given orders, that we were only to take one door out of cars unloaded, and that, of course, is the door next the elevator, and is generally smashed in getting into the car. These wire nails driven into the boards and doorposts hold so that you have got to demolish the door to get it out. You might save one door in three, or you might not save one in five, but all this stuff is light and trashy and not of much

use. Another thing, the doors on inbound cars, as a rule, are small, as the inbound cars run from 30 to 60 thousand, while the outbound are all 50 and 60 thousand.

President: Isn't it a fact that, instead of only taking out one door, most of the elevators take out both, even permanent grain doors?

Mr. Bradenbaugh: I think not, but I do think that a great many of them never get back to the yards. Other people take them out. You can't run cars through two or three yards with the doors open and grain doors in them, because they are turned into other service.

Mr. Edgecomb: I hardly understand the necessity for breaking up the boards on one side of the cars. All the railroads have their "high-ball" or transfer tracks, where they transfer from ten to forty cars of grain a day. We don't have any trouble with breaking these side doors, and we get enough out of empty cars to supply our transfer track. We haven't bought a grain door in six years.

Mr. Bradenbaugh: I don't think there is an elevator man in this room who hasn't bought ten carloads of lumber in six years.

Mr. McKenzie: The lumber we have used this year has cost between four and five hundred dollars.

Mr. Orthwein: We have had three cars this year.

Mr. Bradenbaugh: The railroads are not even willing to pay for the doors at 25 cents apiece. Every bill is cut down from one tenth to one third.

Mr. Isitt: The only bills we cut down are where cars are shown in error. We haven't cut down any bills because of grain doors not put in the cars.

President: Speaking for the Association, I will say that we are anxious to have the matter handled in an equitable manner. On account of the difficulty in arriving at how many doors the elevators have been taking out of cars going in and just what were put in, we have considered all along up to this time that 25 cents per door would compensate the elevators, but if it is a

fact that it costs them more than that, and that we should arrive at some other basis, I want to assure you that it is the sense of this Association that it should be done.

Mr. Mitchell: I had a check made of a certain elevator for several days, and in that time they loaded 67 cars. Of that number 52 had two permanent grain doors each, 11 had only one, and the rest had none. It has been my understanding, and that of the members of this Association generally, that the elevators, feeling that they were not amply compensated for the grain doors on the basis of 25 cents per door, have billed for every car they loaded, and I can not but believe that there are some elevators that have done this in the past, even if it is not being done now. I know our company would be very glad indeed to make the elevators absolutely whole on the expense they incur to make the cars fit for loading, but we have discussed the question in our Association for years and it has always been decided after investigation by committees that there was no feasible way of determining at a reasonable expense what doors were actually furnished.

I was just talking with Mr. Starr about a proposition which might be submitted, and that is, would it not be a good idea for the Association to incur an expense of, say \$50.00, for a month by placing a man at one of the elevators that unloads and loads the greatest number of cars and let him see the manner in which the cooping of cars is done, the extent to which they destroy the doors, and the extent of which the doors are removed, and in that way determine what the actual expense is. We could take one elevator doing the largest business, or if necessary, several for one or two weeks each instead of one for a month. The gentlemen certainly could not have any objection to that.

Mr. McKenzie: That proposition is a good one. Send your man down and let him see what we are doing.

Mr. Bradenbaugh: The best plan would be for the railroads to cooer the cars and stop all this controversy.

President: It is a fact that they do that everywhere else?

Mr. Hitchins: They don't do it at Minneapolis and Duluth.

Mr. Bradenbaugh: They do at St. Louis and Chicago and at other large markets.

President: It is my understanding that it is not done at St. Louis. I spent several years there in the transportation business and the graindoor question was as vexatious there as it is here.

Mr. McKenzie: I will state that we have loaded some C. & N. W. cars, and if you people would put such car doors in your cars as they have in theirs, there would not be any trouble. They are the finest doors that were ever put in a car.

Mr. J. W. Starr: It would not be practicable to furnish cars in the Santa Fe yard properly coopered and supplied with grain doors to be sent to your industry Mr. Bradenbaugh, for the very reason you mentioned. If we attempted to send them over to your elevator with grain doors in them, they would be just as likely to reach your industry missing as they are to return to us missing when left in the empty cars at the elevators.

Mr. Bradenbaugh: The cars might be sealed.

Mr. J. W. Starr: That is not practicable.

President: If the cars were sealed there would be nothing to distinguish them from loaded cars and there would be no end of trouble.

President: As it is getting late, I do not know that we can do anything more with this question today. The matter will be given further consideration and the grain dealers advised of action taken.

(The committee withdrew.)

Mr. J. W. Starr: I move that a committee of five from this Association be appointed to meet a committee of the Grain Dealers' Association with a view to adopting immediate methods of investigating the manner in which car doors are handled both as to loading and unloading; and further, that the committee be empowered to incur expense to the amount of \$50.00, to be borne by this Association, to employ a man to check this mat-

ter, having him make a daily report to the committee, not confining the work to any one elevator, but to go from place to place as the committee may decide, the committee to report at the next meeting of this Association.

Seconded and carried.

President: I will appoint on this committee Mr. J. W. Starr as chairman, Mr. Fish, Mr. W. H. Starr, Mr. Laughlin and Mr. Isitt.

Reports of Committees.

President: We have to report today the committee on the revision of the rules of this Association. Mr. Starr is chairman of that committee and I believe is ready to report.

Mr. J. W. Starr: The committee, to which was referred the matter of revision of the rules of this Association, have concluded their work as they see it, and have the matter in shape for presentation, but as it is getting late and there is some further business to come before the Association I would move that the rules as revised be put in printed form and a copy of the proof forwarded to each line in the Association for their information, to be voted upon at the next meeting.

The motion was seconded and carried.

President: There is one more committee to report, of which I am chairman, and that is in regard to service at the Kansas City stock yards.

We have not had an opportunity to take this matter up as a committee with the stock yards company, but each member of the committee has had the matter up individually, and now that the stock season is practically over and that our service is some better by reason of that fact, the committee thought it wise that no further action be taken, but that the matter be dropped for the present. We feel that anything which might be done at the present time would do us no good several months hence when the stock business begins to increase. I would therefore ask that the committee be discharged.

I will say that the question of charge for unloading is being looked into at the present time by the general superintendents and was, I believe, taken up at the instance of the M. K. & T.

Mr. Mitchell: I move that the report be accepted and the committee discharged.

Seconded and carried.

New Business.

President: We have today a report from the Local Freight Agents' Association on nontransferable commodities, which the Secretary will read.

The Secretary read as follows:

"A special meeting of the Local Freight Agents' Association was called at the office of Mr. J. W. Starr, Friday, November 10, 3:00 p. m., for the purpose of revising list and recommending change of nontransferable commodities, as approved by the Kansas City Division of Central Association of Railroad Officers in August 1897.

"The following commodities are recommended by the Local Freight Agents' Association to the Kansas City Division of Central Association of Railroad Officers for their approval, to be added to the present list of nontransferable commodities:

"Pickles, in wood and glass, broom corn, shingles, glucose, in kegs and barrels, piling, on single cars, box material, in bulk, woodenware, in bulk or nested, scrap metal, in bulk, (junk), bones, in bulk, bituminous coal, semianthracite coal, coke, in bulk, brick, in bulk.

"Upon resolution offered by Mr. Segur, duly seconded, and after full discussion by all members, the Association, as a committee of the whole, request that the Superintendents' Association define what is to be considered as lumber to be transferable and what to be nontransferable."

President: What is your pleasure with regard to this communication from the Local Freight Agents' Association? It

would seem that the articles enumerated should be properly included in our list of nontransferable commodities.

The other point, as to what shall be considered transferable lumber, might be taken up afterwards. It is important that these additional articles, if adopted, should go into our new rules as revised.

Mr. Isitt: In view of the discussion that will come up on the question of transferring lumber, I would like to suggest that the articles box material, shingles and piling be eliminated from consideration while passing upon this list.

Mr. Starr: I do not consider that box material can in any sense be considered transferable.

Mr. Isitt: My suggestion, Mr. Starr, was to facilitate the disposal of this matter.

Mr. Fish: I move that the list be accepted as a whole.

Seconded.

Mr. Isitt: I will offer an amendment, that the list be adopted with the exception of box material, shingles and piling.

Seconded.

President: You have heard the amendment, that the articles mentioned be accepted as nontransferable, with the exception of box material, shingles and piling. Are you ready for the question?

Mr. Isitt: I will say that I have recently received a circular which our road has issued, demanding the transfer of all forest products. Now, that will leave us in a position where we cannot allow any of our cars loaded with forest products to run through. This circular was received since the Local Agents' list was agreed upon.

The motion on Mr. Isitt's amendment was then put and lost.

President: We will now vote on the original motion, that the list of articles as a whole be accepted as nontransferable.

Carried.

Mr. J. W. Starr: I would suggest, Mr. President, in view of the instructions issued by the Missouri Pacific, if consistent with your views, that the matter be referred to your people and

their attention called to the action of this Association. In the meantime I am going to be governed by any requests for transfer which your rules require.

President: What disposition shall we make of this question as to what shall be considered lumber to be transferred and what nontransferable?

Mr. J. W. Starr: My opinion is that any lumber contained in a car any part of which has been run through a planing mill either once or a number of times, should be considered nontransferable.

Mr. Isitt: The lumber mills take advantage of that interpretation of the term "dressed lumber" to plane off a few boards on one side and reduce the weight some and have it classed as dressed lumber. There is really no danger in transferring lumber of that character. Except highly finished commodities there is no danger in transferring if care is exercised.

Mr. Cummings: I do not agree with Mr. Isitt in regard to that question. If they plane only a few boards it can't reduce the weight very much. It is not done for that purpose. I don't believe there is a mill in the South that would resort to that scheme in order to have a car run through. If they do, it certainly shows that the transfer of lumber is something they want to avoid, and that it must be detrimental in some way. The traffic departments of several of the southern roads have recognized the fact that the transfer of any lumber is dangerous, and have allowed their cars to run through. One road I know of, which loads a great deal of lumber, allows its cars to run through, whether the lumber is finished or rough. It avoids damage in transferring and claims for shortage. If a car of lumber is transferred en route, and there is a shortage at destination, the railroad has to pay for it, while if the load goes through in the original car, and there is a shortage, the railroads never receive a claim. It is settled between the shipper and consignee. My personal opinion is that no lumber should be transferred. Of course you can transfer rough lumber with-

out great risk of damage, but for my part I would like to see it all run through.

Mr. Isitt: There is very little lumber now that is in a completely rough state, as it used to be a few years ago. Even posts are trimmed, where they used to be moved rough. There is a decided objection on the part of shippers to the transfer of lumber outside of the liability of damage, and that is that the different sizes get mixed up, and it is more difficult to measure it up in unloading and the expense of handling is a little greater. That is the only great objection to transferring lumber. They also claim that the men step on the boards and chip the sharp edges off, but I think a good deal of that is imagination.

Mr. Fish: My opinion is that rough lumber should be transferred. It won't hurt it a bit, but dressed lumber of any kind I think should not be transferred. Our claims arise mostly from the transfer of dressed lumber, even if it is only dressed on one side.

Mr. Rider: I am not very much interested in this question, but I have handled so many claims on account of transferring that I think every car ought to run through that possibly can. The railroads pay out more in claims during a year on transfers than they save in the use of their cars. It is wonderful the commodities they do transfer. I saw a claim the other day, I think it was Missouri Pacific, on a car of tankage transferred at East St. Louis, which had lost several thousand pounds. I never heard of anyone transferring a car of tankage before. I think everything that can be run through ought to be.

President: Do you wish to pass a resolution on this lumber question?

Mr. Phenneger: We are very much interested in this lumber question, as we bring a great deal of lumber into town. I think that all lumber can be transferred except tongued and grooved, sash, doors, blinds and mouldings. We have to furnish equipment to bring this lumber to Kansas City, and we find great difficulty in obtaining cars for loading down on the line,

to be delivered to connecting lines at Kansas City. In my opinion, all lumber that is an inch or over in thickness can be transferred without damage. I think the list of nontransferable commodities should be amended so as to read articles of lumber, instead of dressed lumber, namely, flooring, tongued and grooved, sash, doors, blinds, moulding, etc. I would like to offer a motion to that effect.

The motion was seconded by Mr. Mitchell, and on being put was lost.

President: It would seem, gentlemen, that there is a good deal of indecision on this question, and I do not know but that it would be a good idea to leave it open, and include these other articles in our printed list.

Mr. Phenneger: I have no doubt but that our road will issue the same instructions as the Missouri Pacific, and demand transfer on all lumber.

Mr. Palmer: It don't seem to make any difference whether we pass a resolution or not. The roads will go by the orders they receive. It seems to me we are going to this trouble for nothing. I know there are a great many cars being set to connecting lines stamped to be transferred, and no attention paid to it at all. I don't know that your road is any exception to the rule, Mr. President.

President: Speaking for the Missouri Pacific, I do not know of any cars which have been run through on which transfer has been requested.

If there is nothing further on this question, we will proceed to the election of officers. We are to elect today a President, Vice-President and Secretary. It will be in order to put in nomination a President for the ensuing year.

Mr. Rider: I move that the rules be suspended and the Secretary instructed to cast the ballot of the Association for Mr. J. W. Starr as President, Mr. O'Hara as Vice-President, and Mr. Garrigues as Secretary.

Seconded.

Mr. Mitchell: I move an amendment to Mr. Rider's mo-

tion, that the different officers be voted for separately, that the rules be suspended, and the Secretary instructed to cast the vote of the Association for Mr. J. W. Starr as President.

Seconded and carried.

Mr. Mitchell: I move that the rules be suspended, and the Secretary instructed to cast the vote of the Association for Mr. D. W. Rider as Vice-President.

Seconded.

Mr. Rider: I move an amendment, that the rules be suspended, and the Secretary instructed to cast the vote of the Association for Mr. O'Hara as Vice-President.

Seconded.

President: I rise to a point of personal privilege. In the recent revision of our rules I made a discovery. I had always been under the impression that Mr. Rider had served at least two or three terms as President of this Association, but I find that he has always been careful to be on hand on election day and constitute himself a nominating committee, and has put others in the positions of honor to get out of the responsibility himself. I will say for Mr. Rider, however, that he has worked faithfully as chairman of committees and in the work of the Association, and I am anxious that he should be elected to an official position.

We will now vote on the amendment to Mr. Mitchell's motion, which is that Mr. O'Hara be made Vice-President. The amendment is lost.

All in favor of Mr. Mitchell's motion signify by saying aye. Mr. Rider is elected Vice-President. We will now pass to the election of Secretary.

Mr. Parker: I move that the President cast the vote of the Association for Mr. Garrigues as Secretary.

Seconded and carried.

President: As President of this Association for the past year, I wish to thank the members for the loyal support I have received at their hands. You will recall a few months ago that our worthy President, Mr. Besler, complimented this Division

upon the work it was accomplishing, and I feel that our efforts have not been in vain and that much good has been attained. Once more I desire to thank you all for the courtesies you have extended to me, and I bespeak for my successor, Mr. Starr, the same kind treatment.

Mr. Starr: I feel that I shall be a very poor successor to the present President of this Association. I feel that there are others in this Association who are more competent to occupy the President's chair; nevertheless I thank you for the honor, which I appreciate, and I will do the best I can.

There being no further business, the meeting adjourned.
Date of next regular meeting January 10, 1900.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

LOUISVILLE DIVISION.

The Regular Monthly Meeting of the Central Association of Railroad Officers, Louisville Division, was held at the office of the Secretary, Room 702, The Columbia Building, Louisville, Ky., Wednesday, December 13, 1899.

The meeting was called to order by the President at 10:10 a. m.

The representation was as follows:

B. & O. S-W. Ry.....	MR. L. C. FRITCH.
C. & O. Ry.....	MR. M. L. AKERS.
C. C. C. & St. L. Ry.	MR. M. L. AKERS.
C. I. & L. Ry.....	MR. G. K. LOWELL.
“	MR. L. H. PARKER.
“	MR. B. O'BANNON.
I. C. R. R.....	MR. H. J. SCHEUING.
L. & N. R. R.	MR. C. J. KLEIN.
“	MR. J. G. CLIFFORD.
L. E. & St. L. R. R.	MR. W. K. MORLEY.
L. H. & St. L. Ry.....	MR. A. M. MCCracken.
P. C. C. & St. L. Ry.	MR. BUSHROD W. TAYLOR.
Southern Ry.	MR. H. B. SPENCER.

The Chair: The next thing is the reading of the minutes of the previous meeting. Unless there is some objection they will stand approved as published.

The Chair: The next is unfinished business.

The Secretary: We have nothing, Mr. Chairman, except the reports from Committees.

The Chair: The next is reading of correspondence.

The Secretary: There is none.

The Chair: The next is reports from Committees. First, Committee on Loading Freight on Team Tracks, Mr. Taylor, Chairman.

Mr. Taylor: Mr. Chairman and gentlemen of the Association, I have to submit a report on that subject. It is only fair for me to say that the purpose of this report is to bring the subject definitely before your Association for consideration. The report as submitted is not the act of your full Committee, and my apology for that fact is found in the irregularity in which this Committee was called into existence, and my inability to get sufficient data to make a report. Of the Committee appointed, Mr. Holbrook was Chairman. Mr. Holbrook resigned the position, and after some informal action I was appointed to succeed him. I sent out some interrogatories, but did not get any replies, and there has been no meeting of the Committee, for which I am perhaps responsible. I have to submit this report, and the disposition of it will determine how the matter is to be handled.

To the Central Association of Railroad Officers.

Gentlemen: Your Committee beg leave to report that we are in accord with the act and spirit of the Local Freight Agents' Association with reference to furnishing, free of charge by the Railroad Companies, labor employed in loading and unloading carload freight on team tracks; and to the end of establishing proper practice, recommend to your favorable consideration the following rule:

No labor will be furnished by the Railroad Company in loading or unloading carload freight on team track except by authority of this Association, after proper application to this Association by the local agent at interest, said request to be

made through and indorsed with the recommendations of the Local Freight Agents' Association.

The duty of carrying into effect the practice herein provided for shall be delegated to the Local Freight Agents' Association. That the authority herein granted shall be only in such degree as is specified in the acts of this Association, and that with reference to the practice provided for, the Local Freight Agents' Association shall report to and receive its instructions from the Central Association of Railroad Officers.

Respectfully submitted,

B. W. TAYLOR,

C. J. KLEIN,

H. B. SPENCER.

Mr. Chairman, I move you the adoption of the report.

The Chair: Is there any second?

Mr. Akers: I second it.

Mr. Taylor: I do not want to do all the talking, but I believe the report contemplates a practice that is justified, and should prevail. I am not satisfied that all members are willing at this time to act upon the report, and I do not want to be put in the attitude of unduly urging action. Personally, I indorse the report, and my road is ready to vote formally on it.

Mr. Fritch: I will say for the B. & O. S. W. that if all roads agree to adopt that course, I am in favor it.

The Chair: Are you ready for the question?

Mr. Spencer: When this matter was discussed before, one of the drawbacks to it was that if we adopted such a rule as this, there would be nothing to prevent soliciting agents soliciting carload freight across the platform, in which case the road would have to take it. As I understand it, this report has no specific clause providing that the railroad company will not permit carload shipments to be loaded across their platform, and, until that is put in, the Southern is not prepared to vote on it.

After further discussion, Mr. Akers suggested that the following clause be added to the rule in the committee's report:

“Railroad companies will not unload within their warehouses freight taking carload rates, nor accept in their freight houses, for outbound shipment, freight taking carload rates.”

The following was also added: “In case of existing emergency the practice provided for will be inaugurated at the earliest consistent date.”

With these amendments, the report of the committee was adopted by unanimous vote.

Mr. Taylor: Mr. Chairman, I move that the Secretary be instructed to acquaint the Local Freight Agents' Association of our action with reference to this subject, and suggest to them that they will be requested to submit to us a report on the question submitted in this report.

Seconded and carried.

The Chair: The next is the committee on switch cars, Mr. Harahan, Chairman.

Mr. Scheuing: Mr. Harahan is out of the city today on a trip with the General Officers, and left no report with me.

The Chair: The next is a Committee on the Inspection of Cars at Interchange Points, Mr. Taylor, Chairman.

Mr. Taylor: To the President of the Central Association of Railroad Officers: The Committee to whom was delegated the duty of reporting on the subject of a Car Foremen and Inspectors Association, to work in connection with the Central Association of Railroad Officers, submits as the result of its deliberations the enclosed synopsis of a constitution and by-laws, and rules for the government of such association, and has to recommend that provided all the roads members of the Central Association of Railroad Officers will join in the maintenance of the proposed association, that same be inaugurated.

A copy of the constitution, by-laws and rules has been sent to all the Superintendents. It is not intended in propositions of joint inspection to differ from the rules of the M. C. B. Association. It simply provides for the meeting of these men engaged in the work to adjust minor matters of inspection, and if not able to adjust, to come to this Association. The expense will

be nothing. The roads shall nominate the people who are to be members of this Association. They will elect officers from amongst themselves, and meet in this room. I move you the adoption of this report.

After considerable discussion, it was decided to hold the matter over until next meeting in order to give some of the roads opportunity to consult with their mechanical departments.

On motion, it was made a special order of business for next meeting.

Mr. Akers: I move that whereas in the month of April, this Association referred to the Louisville Car Service Association the question of limiting the free storage of freight in freight depots, it be hereby resolved that the matter be withdrawn from the Louisville Car Service Association.

Seconded and carried.

Mr. Akers: I move that the president appoint a committee to report on the subject of the limitation of free storage of freight in freight depots.

Mr. Taylor: I do not quite understand what Mr. Akers is driving at. I think the motion which has just prevailed is entirely proper, but it seems to me that further motion with reference to the subject is not necessary. The history of the subject is about as follows: At the April meeting it was by resolution provided that a special committee be appointed to formulate recommendations to the Car Service Association for the abolition of the practice of furnishing free storage for freight unloaded in freight houses. Pursuant to that resolution you appointed a Committee consisting of Mr. Klein, Akers and myself. At the meeting held in May your Committee submitted a report. Technically the association adopted that report which in fact put the subject under consideration by the Executive Committee of the Car Service Association. It appears from the records of the Central Association that it was not the purpose of the association to turn the subject over to the Car Service Association. This is evidenced by the fact that they received subsequent reports from this Committee, which was extended

further time for consideration of the subject. Your Committee appears before you this morning prepared to make final report.

The Chair: Are you ready to vote on Mr. Akers' motion?

Mr. Akers: Mr. President, if you are going to rule my motion in order, I will make it to read that the Committee appointed by you report at this meeting.

The Chair: I will appoint on this Committee Mr. Taylor, Mr. Klein and Mr. Akers, the same Committee, with the provision that they report to this meeting instead of the Car Service Association.

Mr. Taylor: In submitting this report, I desire to call your attention to the following communication received from the Louisville Freight Committee, which I will file with the report.

December 7, 1899.

Mr. B. W. Taylor,

Chairman Committee Central Ass'n of Railroad Officers.
Louisville, Ky.

Dear Sir: The question of storage of merchandise freight at depots has been up a number of times before the Louisville Freight Committee, and at a meeting of this Committee, held today, the following preamble and resolution was offered and adopted, and I, as Chairman, instructed to refer same to your Association:

Whereas, the matter of storing freight in depots for the purpose of avoiding Car Service, or for any other reason, is properly a Transportation Department matter,

Resolved, that it be referred to the Central Association of Railway Officers for settlement, and further, that we recommend that the indefinite storage of freight be discontinued.

Yours truly,

(Signed) C. R. BRENT,
Chairman.

The report I have to submit is as follows:

To the Central Association of Railroad Officers.

Gentlemen: Your Committee beg leave to submit as supplementary to its former report, the following as its final report,

and have to recommend that the duty of carrying into effect the practice authorized in the following rules shall be delegated to the Local Freight Agents' Association.

Our views with reference to this general subject have been so fully set forth that we regard further argument superfluous, except as evidenced by the statement attached hereto, for which your Committee is indebted to Mr. J. C. Bland, Principal Assistant Engineer of the Lines west of Pittsburg. It is earnestly called to your attention that an emergency exists, and that every effort should be made to inaugurate the practice herein provided for, on January 1, 1900.

Respectfully submitted,

BUSHROD W. TAYLOR, Chairman.

C. J. KLEIN,

M. L. AKERS.

Rules.

1. All freight unloaded on freight platforms in railroad freight houses may be allowed six (6) days free storage, beginning from the 7:00 o'clock a. m. next succeeding its arrival.

If, at the expiration of the Free Time above provided for, the freight has not been removed by the consignee, or his agent, and the removal has not been, or is not being delayed by reason for which the Railroad Company is responsible, then shall the freight be sent to a licensed warehouse at the risk and expense of the consignee, and all freight charges must be collected from the warehouse at the time of the delivery of the freight.

2. The usual notice to consignees of the arrival of freight shall be stamped as follows:

If, at the expiration of six (6) days from the 7:00 a. m. next following the arrival of this shipment, it has not been removed from the Company's freight house, it will be stored in a public warehouse at the consignee's risk and expense.

3. Freight received on platforms of freight houses for forwarding shall not be held for forwarding instructions longer than two (2) days from the 7:00 a. m. next following delivery.

If, at the expiration of that time, forwarding instructions have not been supplied, such freight shall be sent to a licensed warehouse at shippers' risk and expense.

I submit herewith as part of this report a paper from Mr. J. C. Bland, and I think it proper to include it with the report.

Result of Investigations by J. C. Bland on the Subject of Relative Floor Space in Freight Houses and Cars.

The results of my investigations on the above subject are fully explained and illustrated in the six blue-print pages attached, a perusal of which will, I think, make further explanation unnecessary.

If we look at page (c), blue prints attached, it is plain to see to what extent railroad companies suffer by permitting the public to make storehouses out of their freight stations. It is also evident that in cases where it is possible to reduce this storage, how a freight station operated at considerable expense by reason of crowding may be changed to one which is fully capable of handling its business at a reasonable expense.

For Example: At a station where 50% of the daily influx passes through the house before nightfall, 50% held until next day, and this 50% diminishing at rate of 10% per day, then 5 days pass ere this first day's influx is all got rid of, meanwhile, of course, each day brings 100% to the house. To cover this condition, the Company must provide floor space not only to pass through the 50%, but likewise space for 150% for permanent storage. In short, to handle an influx of 100 tons daily, the company must provide floor space for 200 tons. Now, let the 50% of freight held on storage over one day diminish at the rate of 20% instead of 10%, then floor space in the house is required for only 140%, instead of 200%, a saving of 30% in floor space.

Again: Suppose by tightening the reins a little, we could change the preceding condition to one which enabled us to pass

60% of the daily influx through the house the first day, with 40% held over, and this running out in two days, then the space to be provided is for 120%, a saving of 40% in floor space.

Conversely: Suppose by compulsion the company was permitted to take only 40% through the house the day of its arrival, and 60% was held over one day, 50% for two days, etc., then the floor space should be had for 250%, instead of 200%, an increase of 25%.

If, in the first instance, the house was operated to its capacity, this would mean that the stored freight, 150% in the first case, was increased to 210%, or 40% increase, which, as the space allotted is the same, means 40% increase in the height of storage, which means double handling, another way of saying increase in cost of operation.

To work through an example:

Suppose we have 48 cars per day and two tracks and arrange to pull the tracks twice each day. Then each track must hold 12 cars, and hence should have houses $12 \times 33\frac{1}{3}$ 400 feet long. Let the freight be piled on an average 75%, the height which it is in the cars, and suppose 50% of the daily influx of freight goes through the houses in one day, 50% held over one day, 40% held over two days, and so on.

Then, consulting page (e) of blue prints attached, we need 667 square feet of net floor space in house per car received each day. Allowing $33\frac{1}{3}\%$ for gangways and truckways, we require 888 square feet of house space per car per day. We have 24 cars per track, then each house must contain $24 \times 888 = 21,300$ square feet, and each house being 400 feet long, the required width is $21\frac{300}{400} = 53$ feet.

Now, suppose with the same influx of freight per day, namely, 24 cars per track, and the same average height of piling in houses, the amount passed through on the day it arrives is 60%; that 40% is held one day, 25% held two days, and so on; then see page (e) of blue prints attached, we need 450 square feet of net house space per car per day. Adding $33\frac{1}{3}\%$

for gangways, we need 600 square feet of house per car per day, that is $600 \times 24 = 14,400$ square feet in each house, requiring a width of each house of $14\frac{4}{10} = 36$ feet.

Thus the first case demands 27% more floor space than the second case.

Whence, estimated cost per house for brick building, one story, slate roof:

First case,	21,300 sq. ft. at	\$1.25 = \$26,625
Second “	14,400 “ “	1.25 = 18,000
		<u>\$8,625</u>

$$\text{Saving in first case by using second case} = \frac{8,625}{\$26,625} = 32.4\%$$

Interest charge per house:

First case	\$26,625	at 6% = \$1,597.50
Second “	18,000	“ = 1,080.00
		<u>\$517.50</u>

Saving in annual interest by using second case = \$517.50—
1,597.50 = 32.4%.

If land is to be purchased there is also a saving of 6,900 square feet per house.

In prints a, b and c are indicated the principles and a general expression given. Prints d, e and f give the number of square feet of net floor space in house per square foot of car per day and per ton of daily influx respectively.

In the two unlettered prints are shown:

1st. The percent of daily influx of freight for which storage space must be provided in the house for different values of the percent held over one day, and for different values of number of days for the “ held ” freight to run out.

2nd. (a) The general formula for the maximum percent of daily influx of freight for which house space must be provided, viz:

$$S(\text{MAX}) = \frac{1}{2} \left\{ \overline{1 + \frac{1}{2} \frac{e}{p}} \right\}^2 \frac{p}{e} \left\{ p \right\}$$

(b) The multiplier of p in above expression for several different values of the ratio p/e which is the number of days for the "held" freight to run out.

In Illustration of first diagram.

Given (a) The % of the daily influx of freight which is "held" one day, that is given p .

(b) The number of days which it takes this p % of daily influx to "run out."

Required: The percent of daily influx for which storage place must be provided in the house.

Let $p = 60\%$ and let $n = 6$.

Find $n = 6$ on the abscissa, and follow up the vertical at $n = 6$ until it intersects the diagonal marked "Line of Max. (S) $p = 60^\circ$ " and we find it is 196. That is, storage place must be provided in the house for 196% of the daily influx. We can also see by taking the intersection of this 196 line with diagonal line marked "Line of Max. S. $p = 50^\circ$ ", that for same space to hold 196 tons, of $p = 50\%$ the number of days for it to run out is 7.3 days.

We also see the following for $n = 6$ days.

If $p = 80\%$, then space in house must be provided for	261%
70%	227%
60%	196%
50%	165%
40%	132%
30%	98%
20%	66%
10%	33%

and hence the house must have net space as follows:

Value of p .	Storage for	Place for passing through	Total Net space for
80%	261%	20%	281%
70%	227%	30%	257%
60%	196%	40%	236%
50%	165%	50%	215%
40%	132%	60%	192%
30%	98%	70%	168%
20%	66%	80%	148%
10%	33%	90%	123%

In Illustration of second diagram.

Given. The ratio of the percent of daily influx which is "held over" one day to the percent of daily influx by which this "held" freight is diminished per day.

What is the percent of daily influx for which storage space must be provided in the house?

Suppose the ratio $p-c = 60-10 = 6$. Then finding 6 on the horizontal axis, look up the vertical at 6 until it intersects the diagonal line, and we find the multiplier of p to be 3.52.

Then if $p = 80\%$ space must be provided for $3.52 \times 60 = 281.6\%$
 $70\% \quad 3.52 \times 70 = 246.4\%$
 $60\% \quad 3.52 \times 60 = 211.2\%$

and so on; and from the expression given above,

Number of days for freight to run out, $n = (1 + \frac{1}{2} c \cdot p) p \cdot c$.

Then for $p-c = 6$ $n = (1 + \frac{1}{2} \times \frac{1}{6}) 6 = 13.12 \times 6 = 61.12$ days.

We can check this by looking at first diagram and running the eye up the vertical line above the point $6\frac{1}{2}$ on the abscissa.

If the freight in the house is piled or stored $X\%$ of that in the cars, then for every square foot in the cars we will want $1-X\%$ in the house.

Whence: In any instance we require space to hold 200% , the daily influx; then, if in the house, the freight is piled 75%

of that in the cars, we will want house space for $200-0.75 = 200 \times 1\frac{1}{3} = 267\%$ the daily influx.

All problems relating to the ratio of house space to daily influx can be solved from these two diagrams without recourse to the tables a, b, c, d, e and f.

I move you the adoption of the report as submitted.

Mr. Scheuing: Mr. President, I do not see why it is necessary to allow six days. Would not four or five be ample time to move freight from depots? I think six days too many.

Mr. Akers: Mr. President, as I am on the Committee, if I may take the place of our Chairman in answering Mr. Scheuing I would say that the bulk of the freight that we are compelled to store is freight that is held as long as thirty days. If we allow in the rule six days, the people who have been using our freight houses for warehouses will have to make some arrangement for storing their freight, and if they have to make such arrangements, they will be as apt to take the freight away on the day of arrival as on the sixth day. Other consignees take freight away on an average of from two to three days, some on the day of arrival. So I think in this case six days is just as good as four days, and, furthermore, it will not seem so radical. The courts or anybody would say that six days is ample and reasonable time to haul freight in, and I think as a starter six days is a very good limit.

Mr. Scheuing: As I understand it, nearly all of this delay to merchandise held in our freight houses is caused by commission men who have no place of business, and who hold stuff in the freight houses until they sell it. I think they ought to be required to move it within four or not more than five days. If we allow them six days, they will always leave it in the full time.

Mr. O'Bannon: I do not agree with you. I do not think they will have it unloaded in the freight houses at all. They will have it unloaded on the team tracks and sent to a warehouse. I think six days is just as good as any.

Mr. Akers: I could vote the Big Four and C. & O. for four days, but I put it at six in order to meet the views of some of the roads here.

Mr. Klein: We are willing to come in this arrangement on a six days' limit. We can start in on that and see what effect it has.

The vote on this question was then taken by roads and the original resolution of Mr. Taylor's to adopt the report was unanimously carried.

Mr. Taylor: I move you, Mr. Chairman, that the Secretary be instructed to communicate with the Local Freight Agents' Association and acquaint them with the action of this Association, and urge on them the importance of inaugurating this practice by January 1, 1900.

Seconded and carried.

The Chair: The next in order is new business.

The Secretary: I have none, Mr. President.

The Chair: The next thing then will be the election of officers for the ensuing year.

The Secretary: Article 6 of the Constitution says: Officers shall be chosen by ballot at the regular meeting in December of each year, and shall enter upon their duties January 1st next ensuing. So the election of officers is to be by ballot.

The election was then held, and resulted as follows: President, Mr. M. J. Akers; Vice-President, Mr. C. J. West; Secretary, Mr. J. C. Loomis.

Approved and signed by

M. J. Akers

President

J. C. Loomis

Secretary-Treasurer

area = 33/3 % = 14,000 square feet.

i. e.: We require 111 square feet of storage space per ton of freight received per day and 148 square feet of gross floor area per ton of freight received each day.

The space required for permanent storage is given as has been shown by the expression

$$S = \frac{a}{wx} [\eta \varphi - (1 + 2 + 3 + \dots + (\eta - 1) \theta)]$$

The percent of daily influx of freight for which we must provide storage space in house is

$$\eta \varphi - (1 + 2 + 3 + \dots + (\eta - 1) \theta), \text{ where } \eta = \text{next highest integer to } \frac{\varphi}{\theta} \text{ if } \frac{\varphi}{\theta} \text{ be not an integer.}$$

Thus:

Minimum daily influx of freight for which storage space in House must be provided, for a certain percent

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Number of square feet of net floor space of Freight House per square foot of car floor space when a certain percent of the daily influx of freight passes through the House during the day, and the remainder is stored for one day, and such amount diminishes at a certain percent per day (of original amount) as noted.

HEIGHT IN HOUSE TO WHICH FREIGHT IS PILED.	40% PASSING THROUGH IN ONE DAY.					50% PASSING THROUGH IN ONE DAY.					60% PASSING THROUGH IN ONE DAY.					70% PASSING THROUGH IN ONE DAY.	
	60% in store for one day, and diminishing at rate of					50% in store for one day, and diminishing at rate of					40% in store for one day, and diminishing at rate of					30% in store for one day, and diminish- ing at rate of	
	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	10% per day.	15% per day.	20% per day.	25% per day.	10% per day.	15% per day.	20% per day.	25% per day.	10% per day.	15% per day.		
Ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.	Sq. ft.		
8	2.50	1.90	1.45	1.30	1.45	2.00	1.60	1.40	1.25	1.60	1.35	1.20	1.30	1.15	1.15		
7	2.86	2.17	1.83	1.66	1.49	2.29	1.83	1.60	1.43	1.83	1.54	1.37	1.49	1.32	1.32		
6	3.33	2.53	2.13	1.93	1.73	2.67	2.13	1.87	1.67	2.13	1.80	1.60	1.73	1.43	1.43		
5	4.00	3.04	2.56	2.32	2.08	3.20	2.56	2.24	2.00	2.56	2.16	1.92	2.08	1.84	1.84		
4	5.00	3.86	3.20	2.60	2.60	4.00	3.20	2.80	2.50	3.20	2.70	2.40	2.60	2.30	2.30		
3	6.67	5.06	4.27	3.87	3.47	5.33	4.26	3.73	3.33	4.26	3.60	3.20	3.47	3.07	3.07		
2	10.00	7.60	6.40	5.80	5.20	8.00	6.40	5.60	5.00	6.40	5.40	4.80	5.20	4.60	4.60		
1	20.00	15.20	12.80	11.60	10.40	16.00	12.80	11.20	10.00	12.80	10.80	9.60	10.40	9.20	9.20		
	For the amount required for storage, de- duct 0.4 from each of above in first line.					For the amount required for stor- age deduct 0.5 from each of above in first line.					For the amount required for storage deduct 0.6 from each of above in each of above in first line, deduct 0.7 from each of above in first line						

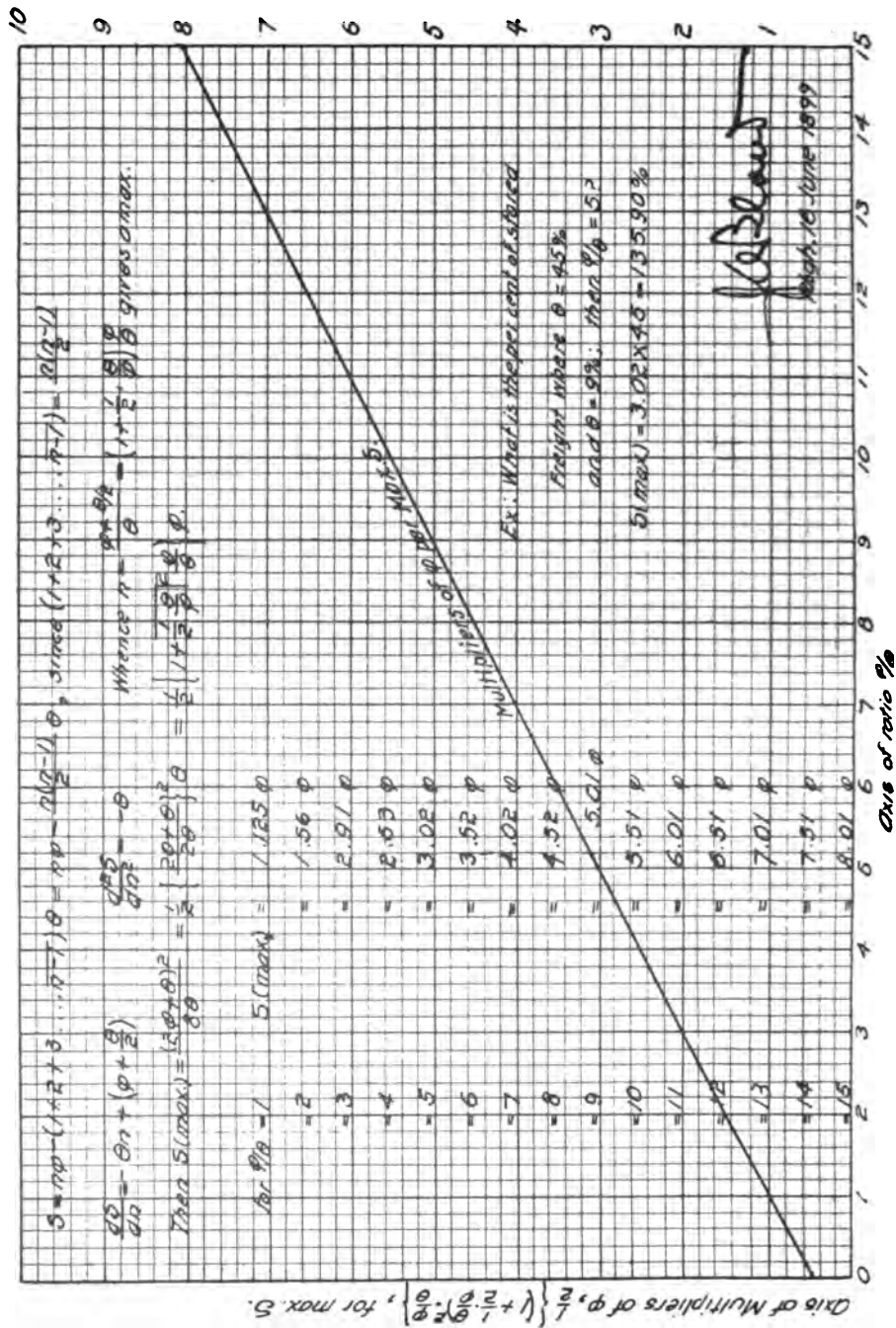
Number of square feet of net floor space of Freight House per car (of 250 square feet) when a certain percent of the daily influx of freight passes through the House during the day, and the remainder is stored for one day, and a certain amount diminishes at a certain percent per day (of original amount) as noted.

HEIGHT IN HOUSE TO WHICH FREIGHT IS PILED.	40% PASSING THROUGH IN ONE DAY.						50% PASSING THROUGH IN ONE DAY.			60% PASSING THROUGH IN ONE DAY.			70% PASSING THROUGH IN ONE DAY.		
	60% in store for one day and diminishing at rate of						50% in store for one day and diminishing at rate of			40% in store for one day and diminishing at rate of			30% in store for one day and diminishing at rate of		
	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	30% per day.	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	30% per day.	10% per day.	15% per day.	20% per day.
Feet.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.
8	625	475	400	362	325	325	500	400	350	312	400	338	300	325	287
7	715	542	458	415	372	372	572	458	400	358	458	358	342	372	330
6	833	633	532	482	432	432	667	532	468	418	532	450	400	433	358
5	1000	760	640	580	520	520	800	640	560	500	640	540	480	520	460
4	1250	950	800	725	650	650	1000	800	700	625	800	675	600	650	575
3	1667	1265	1068	969	868	868	1333	1065	933	833	1065	900	800	868	768
2	2500	1900	1600	1450	1300	1300	2000	1600	1400	1250	1600	1350	1200	1300	1150
1	5000	3800	3200	2900	2600	2600	4000	3200	2800	2500	3200	2700	2400	2600	2300

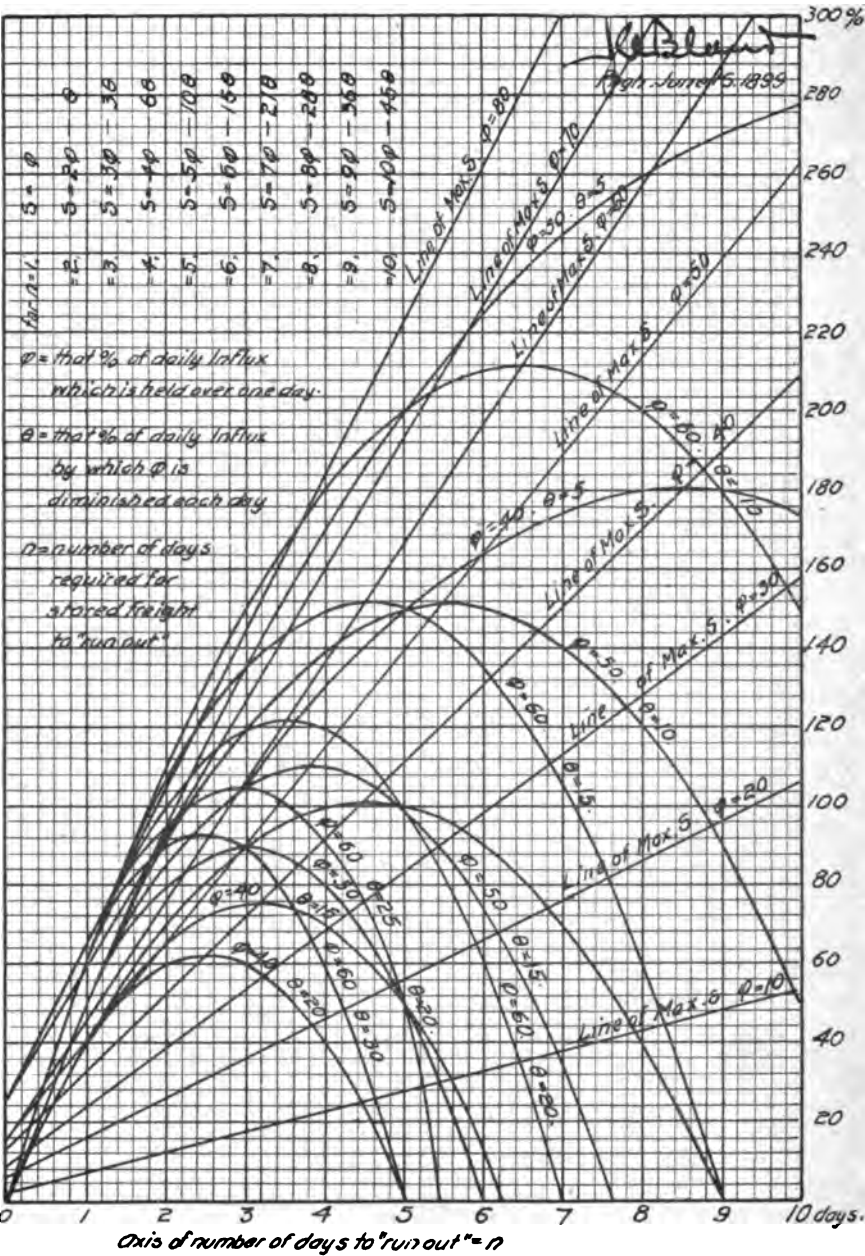
Number of square feet of net floor space of Freight House per ton (average percent being 6 tons) of daily influx of freight when a certain percent of it passes through the House in one day, and the remainder is stored for one day, and such amount diminishes at a certain percent per day (of original amount) as noted.

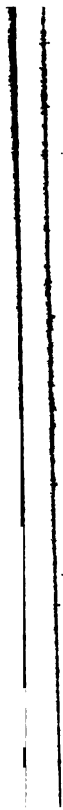
HEIGHT IN HOUSE TO WHICH FREIGHT IS STORED.	40% PASSING THROUGH IN ONE DAY.						50% PASSING THROUGH IN ONE DAY.						60% PASSING THROUGH IN ONE DAY.						70% PASSING THROUGH IN ONE DAY.					
	60% In store for one day and diminishing at rate of						50% In store for one day and diminishing at rate of						40% In store for one day and diminishing at rate of						30% In store for one day and diminishing at rate of					
	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	35% per day.	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	35% per day.	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	35% per day.	10% per day.	15% per day.	20% per day.	25% per day.	30% per day.	35% per day.
Feet.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.
8	104	79	67	60	54	48	83	66	58	52	46	40	66	56	50	44	38	32	54	48	42	36	30	24
7	119	90	76	69	62	55	95	76	67	59	51	44	76	64	57	50	43	37	62	55	48	41	34	27
6	139	105	89	80	72	64	111	89	78	70	62	54	89	75	66	58	50	43	72	60	52	44	36	28
5	167	126	106	97	87	78	133	106	93	83	74	64	106	90	80	71	62	53	87	73	64	55	46	37
4	208	158	133	121	108	96	167	133	116	104	92	80	133	112	100	88	77	66	108	96	84	72	60	48
3	278	211	178	161	145	128	222	177	155	139	123	106	177	150	133	116	100	84	145	128	111	94	77	60
2	417	316	267	242	216	188	333	267	233	208	183	158	267	225	200	175	150	125	217	192	167	142	117	92
1	833	633	533	482	433	383	667	533	467	416	365	314	533	450	400	350	300	250	433	383	333	283	233	183

On the Relative Net Floor Space of Freight House and Car Floor Space per day



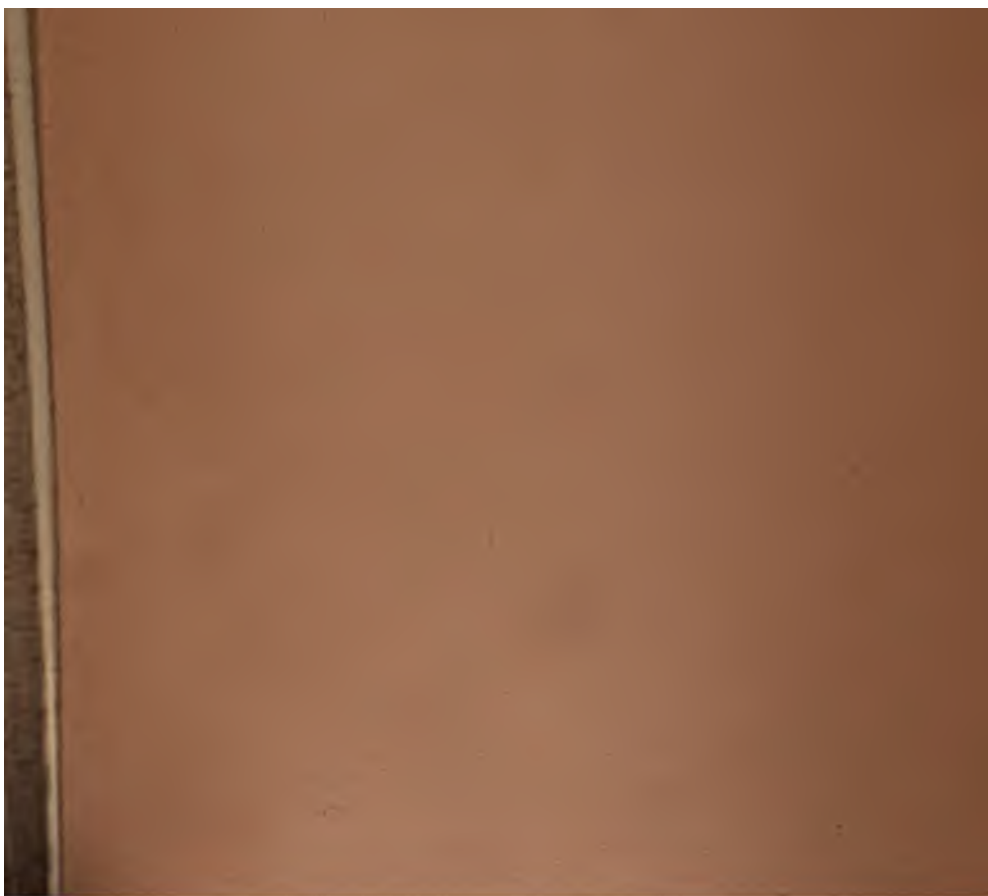
$$Q$$
 is of percent of daily influx for which storage must be provided: $S = n\phi - (1-\phi) - \frac{n(n-1)\phi}{2}$











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